

STRATEGIC ENVIRONMENTAL ASSESSMENT

Final Environmental Report

Variation No. 9

Dublin City Development Plan 2022-2028

(SDRA 18 Broombridge-Hamilton Masterplan)

Prepared under the Planning and Development (Strategic Environmental Assessment) Regulations 2004
(S.I. 435/2004) as amended

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This report has been prepared by Minogue Environmental Consulting Ltd with all reasonable skill, care and diligence. Information reported herein is based on the interpretation of data collected and has been accepted in good faith as being accurate and valid. This report is prepared for Dublin City Council and we accept no responsibility to third parties to whom this report, or any part thereof, is made known. Any such party relies on the report at their own risk.

SEA ER V1	10/04/2025	Draft Masterplan for consultation	EV and RM
SEA Screening Proposed Amendments	August 2025	Approved Masterplan	EV and RM
SEA ER V2	15/10/2025	Proposed Variation	EV and RM
Final SEA ER	19/01/2026	Variation adopted	RM

1 Introduction and Context

1.1 Background

Dublin City Council (DCC) has recently prepared a non-statutory Masterplan for Broombridge-Hamilton (formerly known as Baile Bogáin (Ballyboggan)). The Masterplan lands are largely zoned for employment and enterprise under a Z6 zoning objective in the Dublin City Development Plan 2022-2028. This Z6 zoning objective seeks to provide for the creation and protection of enterprise and facilitate opportunities for employment creation. This zoning objective does not provide for residential development. The development framework is therefore subject to activation through a land use zoning variation to facilitate sustainable mixed-use residential development within the Masterplan area. For clarity, the Masterplan is considered to be indicative until such time as a statutory land use variation of the Development Plan has been approved to enable its activation.

This is the final SEA Environmental Report of Variation No. 9 of the Dublin City Development Plan 2022-2028 which was adopted by Dublin City Council on the 12th January 2026. For clarity, the Screening Report of amendments made during the statutory variation process are presented in appendix 1 at the end of this report.

Following screening of the draft Masterplan, it was determined that Strategic Environmental Assessment (SEA) and Appropriate Assessment (AA) was required. Strategic Flood Risk Assessment (SFRA) and a Rainwater Management Strategy (RMS) was also undertaken. SEA Scoping was undertaken in respect of the draft Masterplan in March 2025, which included consultation with the required environmental authorities. The draft Masterplan, along with the environmental reports were subject to non-statutory public consultation which took place from 14th April 2025 to 12th May 2025 (both dates inclusive). A total of 144 submissions were received by DCC during the consultation period. Each submission was carefully reviewed by DCC and the issues raised therein categorised and considered. A report of the Assistant Chief Executive (the ACE Report) summarised the issues raised in the submissions and presented the Chief Executive's response and recommendation. This report was submitted to the Central Area Committee and endorsed by the Elected Members on 8th July 2025, with all changes accepted. The amendments were subject to screenings for both SEA and AA.

Pursuant to Section 13 of the Planning and Development Act 2000, as amended, a variation of the Dublin City Development Plan 2022-2028 (the Development Plan) regarding the re-zoning of 45.5 hectares of Z6 (Employment/Enterprise) lands at Glasnevin to include Dublin Industrial Estate, to Z14 (Strategic Development and Regeneration Area) and the designation of a new Strategic Development and Regeneration Area (SDRA) incorporating the endorsed Broombridge-Hamilton Masterplan 2025 is proposed. The proposed variation will also amend the Core Strategy of the Development Plan. The purpose of this variation is to incorporate the endorsed Masterplan into the Development Plan, making the Masterplan statutory. The proposed land use zoning is required to implement the Masterplan. The Masterplan was prepared in the context of national, regional and local planning frameworks, namely the updated National Planning Framework (NPF), the Regional Spatial and Economic Strategy (RSES) and the Development Plan.

In accordance with the SEA Regulations, the proposed variation was screened and it was determined that the implementation of the variation would be likely to have significant effects on the environment. In accordance with Article 6(3) of Directive 2001/42/EC (the SEA Directive) and Section 13M of the Planning and Development (Strategic Environmental Assessment) Regulations 2004, as amended (the SEA Regulations), DCC prepared a Strategic Environmental Assessment (SEA) Scoping Report regarding a proposed variation.

A formal notice was issued to the prescribed environmental authorities on 25th July 2025 that DCC will carry out an environmental assessment of the proposed variation and will prepare an environmental report of the likely significant effects on the environment of implementing the proposed variation.

The environmental report is required to include the information that may reasonably be required, taking into account:

- current knowledge and methods of assessment,
- the contents and level of detail of the proposed variation,
- the stage of the proposed variation in the decision-making process, and
- the extent to which certain matters are more appropriately assessed at different levels in the decision-making process in order to avoid duplication of environmental assessment.

As required by legislation, DCC carried out consultation with prescribed bodies in relation to the scope and level of detail to be included in the Environmental Report including:

- The Environmental Protection Agency
- The Minister of Housing, Local Government and Heritage
- Development Applications Unit of the Department of Housing, Local Government and Heritage
- The Minister of Environment, Climate and Communications
- The Minister of Agriculture, Food and the Marine
- Adjoining planning authorities (South Dublin County Council, Fingal County Council, Dún Laoghaire-Rathdown County Council)

Submissions received as part of the scoping process informed the preparation of the Environmental Report for the proposed variation. The Environmental Report will be made available for comment from statutory bodies, the public and interested parties in conjunction with the public display.

1.2 Strategic Environmental Assessment

Strategic Environmental Assessment (SEA) is a systematic process of predicting and evaluating the likely environmental effects of implementing a proposed plan, or other strategic action, to ensure that these effects are appropriately addressed at the earliest appropriate stage of decision-making on a par with economic and social considerations.

Article 1 of the European Union Strategic Environmental Assessment (SEA) Directive (2001/42/EC) states that its objective is:

“to provide for a high level of protection of the environment and to contribute to the integration of environmental considerations into the preparation and adoption of plans and programmes with a view to promoting sustainable development.”

The following Regulations transpose this Directive into Irish law:

- The European Communities (Environmental Assessment of Certain Plans and Programmes) Regulations 2004 (S.I. 435 of 2004),
- The Planning and Development (Strategic Environmental Assessment) Regulations 2004 (S.I. 436 of 2004) and further amended by
- S.I. No. 200 of 2011 (European Communities (Environmental Assessment of Certain Plans and Programmes) (Amendment) Regulations 2011) and S.I. No. 201 of 2011 (Planning and Development (Strategic Environmental Assessment) (Amendment) Regulations 2011).

A Habitats Directive Assessment prepared under article 6 (3) of the E.U. Habitats Directive is also being prepared in tandem with the SEA process and will inform same.

2 Methodology

This chapter presents the SEA methodology in detail and outlines the steps required for SEA. The methodology used to carry out the SEA of the plan reflects the requirements of the SEA regulations and available guidance on undertaking SEA in Ireland, including guidance notes and best practice reports prepared by the Environmental Protection Agency and Department of Environment, Heritage and Local Government. A list of these documents is presented at the end of this report.

2.1 Stages in the SEA Process

The steps involved in SEA are as follows:

- Screening (determining whether SEA is required)
- Scoping (determining the range of environmental issues to be covered by the SEA)
- The preparation of an Environmental Report (current stage)
- The carrying out of consultations
- The integration of environmental considerations into the Plan or Programme
- The publication of information on the decision (SEA Statement)

2.2 Screening

The Planning and Development (Strategic Environmental Assessment) Regulations, 2004 (as amended) state that SEA is mandatory for certain plans while screening for SEA is required for other plans that fall below the specified thresholds such as a population greater than 5,000 persons in the case of Local Area Plans. The Screening for the draft Masterplan and the proposed variation, showed that the Plan will result in land use activities that have the potential to result in negative impacts to the qualifying features of interest of European Sites surrounding the plan area and will have the potential to compromise the achievement of the conservation objective of these European Sites. In the absence of appropriate mitigation measures, it cannot be ruled out that the Plan and the future developments facilitated by it, will not have the potential to result in likely significant effects to the following European Sites and their qualifying features of interest:

- Glensmole Valley SAC
- Wicklow Mountains SAC
- Knocksink Wood SAC
- South Dublin Bay SAC
- North Dublin Bay SAC
- Rye Water Valley/Carton SAC
- Baldoyle Bay SAC
- Ireland's Eye SPA
- Lambay Island SPA
- Skerries Island SPA

Due to the potential risk of such effects occurring following the implementation of the draft Masterplan through the proposed variation, it has been concluded that the proposed variation will have the potential to result in significant effects on European Sites. As such, a Natura Impact Statement (NIS) is required to inform an Appropriate Assessment of the proposed variation. Therefore, the proposed variation must proceed to full SEA.

2.3 Scoping

The purpose of the SEA Scoping report is to identify the scope of the SEA and ensure that relevant data and environmental topics are included in the SEA. DCC prepared a Strategic Environmental Assessment (SEA) Scoping Report regarding the proposed variation. A formal notice was issued to the prescribed environmental authorities on 25th July 2025 that DCC will carry out an environmental assessment of the proposed variation and will prepare an environmental report of the likely significant effects on the environment of implementing the proposed variation. The main issues raised by consultees and the SEA response to same is included below.

Table 1: Scoping submissions and SEA response to proposed variation

Consultee	Main Points	SEA response
Environmental Protection Agency SEA Section Office of Radiation Protection and Environmental Monitoring	<p>Available Guidance & Resources SEA resources and guidance, including: SEA process guidance and checklists; Inventory of spatial datasets relevant to SEA; Topic and sector specific SEA guidance (including <i>SEA and Integration Guidance</i> (EPA, 2025), <i>Good practice note on Cumulative Effects Assessment</i> (EPA, 2020), <i>Developing and Assessing Alternatives in SEA</i> (EPA, 2015), and <i>Integrated Biodiversity Impact Assessment</i> (EPA, 2012)).</p> <p>EPA SEA GIS Search and Reporting Webtool SEA WebGIS Tool has been updated recently and is now available at https://gis.epa.ie/EPAMaps/SEA. It allows an indicative report on key aspects of the environment in a specific geographic area to be produced. It is intended to assist public authorities in SEA screening and scoping exercises.</p> <p>Catchments.ie https://gis.epa.ie/EPAMaps/Water website provides a single point of access to water quality and catchment data from the National WFD monitoring programme.</p> <p>EPA AA GeoTool AA GeoTool application has been developed in partnership with the NPWS. It allows users to a select a location, specify a search area and</p>	<p>Noted.</p> <p>As the proposed Variation sits under the Dublin City Development Plan 2022-2028, existing policies and objectives from this plan will apply and are referenced in Chapter 8 Mitigation Measures of this SEA Environmental Report.</p> <p>National policies including CAP 2024, NPF, and other plans listed will be included in Chapter 3 of the SEA Environmental Report.</p>

Consultee	Main Points	SEA response
	<p>gather available information for each European Site within the area. It is also available through EPA https://gis.epa.ie/EPAMaps/AAGeoTool.</p> <p><i>Ireland’s State of the Environment Report 2024</i> In October 2024, the EPA published the latest iteration of the 4-yearly State of the Environment Report. This report should be considered, and relevant aspects integrated as appropriate, in implementing the Plan outputs/recommendations. It is available at: https://www.epa.ie/our-services/monitoring--assessment/assessment/state-of-environment-report/.</p> <p>Transition to a low carbon climate resilient economy and society Variation should align with national commitments on climate change mitigation and adaptation, as well as relevant sectoral, regional and local adaptation plans.</p>	

A Scoping report regarding the non-statutory draft Masterplan was issued to the statutory environmental authorities on 4th March 2025 for comment. For clarity, table 2 below summarises the main issues raised by consultees and the SEA response to same.

Table 2: Submissions received during scoping for non-statutory Masterplan and SEA response

Consultee	Main Points	SEA response
SEA Section Office of Evidence and Assessment Environmental Protection Agency	SEA of Local Authority Land-Use Plans - EPA Recommendations and Resources 2025 was submitted, this includes key environmental recommendations for land use plans and guidance documents and sources of environmental data. Key recommendations relate to: <ul style="list-style-type: none"> • Drinking water • Climate change • Air • Noise • Waste Management, and • Radon 	Noted, as the Masterplan sits under the Dublin City Development Plan, existing policies and objectives from this plan will apply and are referenced in Chapter 8 Mitigation Measures of this SEA ER.
	Synergies with key national plans It will be important that the Plan documents the synergies between it and other key national plans. The relevant actions of the Climate Action Plan 2024 and the objectives and policy commitments of the National Planning Framework, River Basin Management Plan, and the Regional Spatial and Economic Strategy for the Eastern Region should be aligned with and considered, as appropriate We recommend that in preparing the Plan, you should ensure that it remains consistent with the First Revision of the National Planning Framework	CAP 2024, NPF, and other plans as listed will be included in Chapter 3 of the SEA ER
Department of Climate Environment and Communication	Welcome inclusion of plans at SEA Scoping stage and recommend consideration of following relevant plans:	Noted

Consultee	Main Points	SEA response
	<ul style="list-style-type: none"> • SEAI’s report on the National Energy Projections 2023 and associated article • The Government’s Draft Updated National Energy & Climate Plan 2021-2023 (which will be finalised in the coming months) • Sectoral Emissions Ceilings • Sectoral Adaptation Plans made under the NAF • The outputs from the National Dialogue on Climate Action (NDCA) • EPA’s reports Climate Change in the Irish Minds (CCIM) • The EPA’s report on Ireland’s Provisional Greenhouse Gas Emissions 1990- 2022 ⁷ Action 5.1 of the Bioeconomy Action Plan 2023 – 2025 • The Sustainable Development Goals Implementation Plan 2022- 2024 • The Government of Ireland’s Land Use Review. ⁸ The EPA’s Greenhouse Gas Emissions Projections 2023-2050. ... • The EPA’s Air Quality data, which details the locations of all monitoring stations currently in operation, along with real-time and historic data from each station. We encourage the inclusion of the above listed reports as data sources and suggest they be included in the assessments to be set out in the Environmental Report. It is suggested that the Plan should be assessed in terms of its effects on the achievement of the objectives in the plans, policies and strategies in as detailed a manner as possible, by quantifying the impact of the Plan and its effects on the environment and climate objectives set out in them. 	
Department of Housing, Local Government and Heritage	<p>Acknowledges approach to biodiversity in SEA Scoping document.</p> <p>Highlights significance of Royal Canal pNHA and corridor for flora and fauna and provide detail on same.</p>	<p>Breeding bird surveys and mammal walkover surveys of 2024 included in SEA ER. In addition, ecological surveys for the Royal Canal were provided based on 2023 survey data. EIAR ecological surveys from 2021 - 2024 have been considered in the baseline of this SEA ER.</p>
	<p>Highlights need to consider potential for light pollution on the canal corridor</p>	<p>Noted and agreed. Dublin CDP 2022 -2028 policies on light pollution are included as mitigation.</p>
	<p>As the City Council will be aware a number of transport projects which will affect the Baile Bogáin area are currently in different stages of preparation, including the extension of the LUAS from Broome Bridge to Finglas,</p>	<p>Noted and agreed. Included in Chapter 7 under consideration of cumulative impacts</p>

Consultee	Main Points	SEA response
	<p>DART+ West, DART + South-West and the Royal Canal Greenway, the latter being brought forward by Dublin City Council itself. While the development of these projects by helping to minimise, climatic change will definitely contribute to conserving biodiversity at the international and national level, heed will also have to be paid to the potential for these detrimentally affecting biodiversity at a local level, particularly in the case of the Royal Canal Greenway. The SEA Report on the Masterplan should in addition therefore consider and evaluate the possibility of the cumulative effects of these transport projects and any development carried out under the Masterplan adversely affecting flora, fauna and ecologically significant habitats.</p>	
	<ul style="list-style-type: none"> • The Clean Air Strategy for Ireland provides the high-level strategic policy framework necessary to identify and promote the integrated measures across government that are required to reduce air pollution and promote cleaner ambient air, while delivering on wider national objectives. It outlines how we will enhance and protect the quality of the air that we breathe and realise the full environmental and health benefits of cleaner air. • Water Action Plan 2024 – A River Basin Management Plan for Ireland which is committed to protecting and restoring Ireland’s natural waters by complying fully with the requirements of the Water Framework Directive. This, soon to be published (early September 2024), Water Action Plan will accelerate the identification and implementation of the right measures in the right places to both restore and protect all waterbodies. The further suite of documents set out in the list below, can also provide useful and relevant baseline and benchmarks for quantitatively assessing the climate and environmental impacts of the proposed Plan. 	<p>Relevant plans to the masterplan have been included on foot of this submission</p>

2.4 Baseline Data

The baseline data assists in describing the current state of the environment, facilitating the identification, evaluation, and subsequent monitoring of the effects of the Strategy. It helps identify Issues and Threats in and around the strategy area and in turn these can be quantified (for certain environmental parameters) or qualified. This highlights the environmental issues relevant to each SEA parameter and ensures that the strategy implementation does not exacerbate such problems. Conversely this information can also be used to promote good environmental practices and opportunities for environmental enhancement, thereby improving environmental quality where possible.

Baseline data was gathered for all parameters. Data was gathered from the SEA Environmental Report of the Dublin City Development Plan 2022-2028, Irish Water, the EPA, Met Eireann and other sources as appropriate. Footnotes throughout the document, particularly in Chapter Four present the reference and source.

The SEA has also used a Geographical Information System (GIS) in the following ways:

- To provide baseline information on a range of environmental parameters;
- To assist in assessment of alternatives;
- To help assess in-combination or cumulative impacts, and
- To provide maps to illustrate environmental parameters in the SEA Environmental Report.

2.5 Approach to assessment of significant environmental impacts

The principal component of the SEA involves a broad environmental assessment of the objectives and the masterplan. A methodology that uses the concept of expert judgement, public consultation, GIS and matrices, both to assess the environmental impact and to present the conclusions has been adopted in this SEA.

Key to assessing the above is setting a specific set of environmental objectives for each of the environmental topics. The objectives are provided in Chapter Six and include all aspects of the environment such as Cultural heritage, Population and Human health, and Biodiversity, Flora and Fauna.

The assessment described within this Environmental Report aims to highlight the potential conflicts, if they are present, between objectives in the masterplan with the Strategic Environmental Objectives. Furthermore, the assessment examines the potential impact arising from the plan's implementation on sensitive environmental receptors.

The SEA Directive requires that information be focused upon relevant aspects of the environmental characteristics of the area likely to be significantly affected by the plan and the likely change, both positive and negative, where applicable.

Chapter Eight provides a discussion, where relevant, on the significance and type of the identified impact in accordance with current guidelines.

The SEA legislation and guidelines highlight the importance of the integration between the preparation of the Ennis LTP plan and the SEA, AA and SFRA processes. The iterative nature of the SEA process is such that the plan is informed by environmental considerations throughout the preparation of the plan.

The Habitats Directive requires, *inter alia*, that plans and programmes undergo AA screening to establish the likely or potential effects arising from implementation of the plan. If the effects are deemed to be significant, potentially significant or uncertain then the plan must undergo Stage 2 AA. The preparation of the masterplan, SEA and AA are taking place concurrently and the findings of the AA have informed both the SEA and the strategy itself. The Natura Impact Statement is a separate document to the Environmental Report and has been integrated as appropriate. The SFRA of the masterplan prepared by JBA Ireland has informed this SEA ER as appropriate.

2.6 Mitigation

Section (g) of Schedule 2B of the SEA Regulations requires information on the mitigation measures that will be put in place to minimise/eliminate any significant adverse impacts due to the implementation of the strategy. Chapter Eight of this SEA ER highlights the mitigation measures that will be put in place to counter identified significant adverse impacts due to the masterplan's implementation.

The masterplan has been prepared having regard to the environmental protection objectives contained within the Dublin CDP 2022 -2028. However, some unavoidable residual issues may remain and therefore mitigation measures are required. Chapter details the mitigation measures necessary to prevent, reduce and, as fully as possible, offset any significant adverse impacts on the environment of implementing masterplan.

2.7 Monitoring

Article 10 of the SEA Directive sets out the requirement that monitoring is to be carried out of the significant environmental effects of the implementation of the strategy to identify at an early stage any unforeseen adverse effects and to be able to undertake appropriate remedial action. Chapter Nine presents the monitoring requirements for the masterplan, aligned where possible with those of the SEA of the Dublin CDP 2022-2028.

2.8 Data Gaps

Data gaps are present in terms of human health and population for masterplan lands and environs. More broadly, understanding the interactions between climate change, weather events, and impacts on water and biodiversity, in particular are complex. Sectoral climate change adaptation plans have been referenced and used to fill these data gaps where possible.

3 Relationship to Plans and Programmes

3.1 Introduction

Under the SEA Directive, the relationship between the proposed variation and other relevant plans and programmes must be considered. The proposed variation must be considered within the context of a hierarchy of policies, plans and strategies which include international, national, regional and local level policy documents. These documents set the policy framework within which the proposed variation will operate. The hierarchy of spatial planning within Ireland is summarised below in Figure 1.

Figure 1: Hierarchy of spatial planning in Ireland



A list of the key relevant national, regional and local documentation included in the review are provided below in Sections 3.2 to 3.3; Section 3.4 identifies key principles that will inform the SEA process arising from this review. The list below is adapted from the *SEA of Local Authority Land-Use Plans – EPA Recommendations and Resources (2024)*¹

3.2 National

- National Planning Framework (DHLGH)- draft first revision on consultation
- Urban Development & Building Heights Guidelines for Planning Authorities (DHLGH)
- 4th National Biodiversity Plan (DHLGH)
- Climate Action Plan 2023(DECC)
- Sectoral Climate Change Adaptation Strategies and Low Carbon Roadmaps
- National Mitigation Plan (DECC)
- National Adaptation Framework (DECC)
- National Policy Position on Climate Action and Low Carbon Development (DECC)
- EU Climate Adaptation Strategy 2021
- National Renewable Electricity Policy Framework (in preparation DECC)

¹ SEA of Local Authority Land-Use Plans - EPA Recommendations and Resources 2024 (Version 1.21) [Preliminary SEA Scoping Submission – Greater Dublin Area \(epa.ie\)](#)

- Grid 25 Implementation Strategy (Eirgrid)
- Framework for Alternative Fuel Infrastructure in Transport (DoT)
- National Bioenergy Plan (DECC)
- National Landscape Strategy (DHLGH)
- 10 Year Tourism Strategy (Fáilte Ireland)
- Smarter Transport / Strategic Framework for Integrated Land Transport (DoT)
- National Greenway Strategy (DoT)
- State of the Environment Report 2020 (EPA), SoE 2024 in preparation
- Waste Action Plan for a Circular Economy (DECC, 2020)
- Draft National Hazardous Waste Management Plan (EPA, in preparation)
- National River Basin Management Plan for Ireland (DHLGH)
- Water Services Strategic Plan (Uisce Éireann)
- Capital Investment Programme (Uisce Éireann)
- Water Resources Management Plan (Uisce Éireann)
- National CFRAMS Programme (OPW)
- The Clean Air Strategy²
- The Water Action Plan 2024 A River Basin Management Plan for Ireland³.

3.3 Regional and Local

- Regional Spatial and Economic Strategy for Eastern Region
- Relevant CFRAMS Flood Risk Management Plan (OPW)
- Pollution Reduction Programmes for Shellfish Waters (DHPLG)
- Regional Waste Management Plan (CUWR)
- National Investment Framework for Transport Investment (DTTAS)
- National River Basin Management Plans (DHPLG)
- Draft GDA Strategy for 2022- 2042 (NTA)
- Dublin City County Council Documentation: Dublin City Biodiversity Action Plan 2021 - 2025
Dublin Agglomeration Environmental Noise Action Plan 2018-2023. Volume 1: DCC Dublin City Invasive Alien Species Action Plan (2016-2020) The Heart of Dublin: City Centre Public Realm Masterplan 2016 - Dublin City Parks Strategy 2019-2022 Dublin City Sport and Wellbeing Strategy 2017- 2020 Dublin City Tree Strategy 2016-2020 Dublin Tree Canopy Study 2017 Dublin City Sport and Wellbeing Strategy 2017-2020 Your City, Your Space; Dublin City Public Realm Strategy
- Dublin City Development Plan 2022 to 2028 and associated environmental assessments including SEA Environmental Report (ER), Natura Impact Report (NIR) and Strategic Flood Risk Assessment (SFRA).
- Dublin City Climate Action Plan 2024-2029

3.4 Key implications and principles arising from the Plan, Policy and Programme Review

Arising from the review, several key principles and implications for the SEA ER can be distilled. It is the intention that these principles will be considered through the SEA process and will serve to inform the assessment. Many of these principles are already included in the Strategic Environmental

² Inserted on foot of Scoping submission from DECC

³ Inserted on foot of Scoping submission from DECC

Objectives developed for the Dublin City Development Plan 2022-2028, and these are applied in the SEA as appropriate. In addition, the key environmental priorities identified in the EPA State of the Environment report for 2024 are presented below. Table 3 overleaf presents SEOs and the UN Sustainable Development Goals

Figure 2: EPA State of Environment 2024 Key Priorities

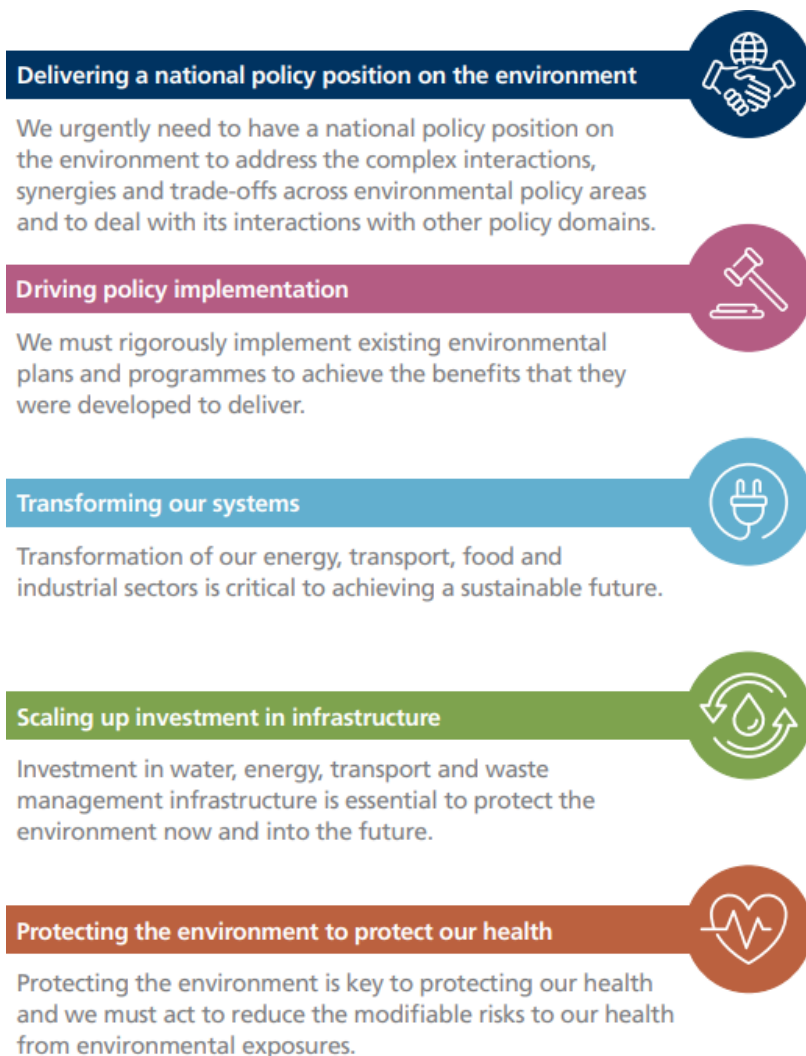


Table 3: Key principles and implications for the SEA of the proposed Variation and EPA Ireland's Environment 2024

Strategic Environmental Objectives (SEOs) from the Dublin City Development Plan 2022-2028		Sustainable Development Goals
Biodiversity (Flora & Fauna) (B)	(B_1) Preserve, protect, maintain and where appropriate, restore the terrestrial, aquatic and soil biodiversity, of international, EU and nationally designated sites, protected species and habitats.	Goal 3: Ensure healthy lives and promote well-being for all at all ages.
	(B_2) Ensure no adverse effects on the integrity of any European site, regarding its qualifying interests, associated conservation status, structure and function.	Goal 6: Ensure availability and sustainable management of water and sanitation for all.
	(B_3) Maintain and where appropriate, enhance the biodiversity value of local designated and non-designated ecological and heritage areas, which function as stepping stones for migration, dispersal and genetic exchange of wild species.	Goal 13: Take urgent action to combat climate change and its impacts. Goal 14: Conserve and sustainably use the oceans, seas and marine resources for sustainable development.
	(B_4) Enhance biodiversity in line with the National Biodiversity Strategy and its targets.	Goal 15: Protect, restore and promote sustainable use of terrestrial ecosystems, sustainably manage forests, combat desertification, and halt and reverse land degradation and halt biodiversity loss
Population & Human Health (PHH)	(PHH_1) Promote economic growth to encourage retention of working age population and funding of sustainable development and environmental protection.	Goal 3: Ensure healthy lives and promote well-being for all at all ages. Goal 6: Ensure availability and sustainable management of water and sanitation for all.
	(PHH_2) Provide high quality residential, community, working and recreational environments with access to sustainable transport options.	Goal 7: Ensure access to affordable, reliable, sustainable and modern energy for all.
	(PHH_3) Ensure that existing population and planned growth is linked with the required infrastructure and the services	Goal 9: Build resilient infrastructure, promote inclusive and sustainable industrialisation and foster innovation. Goal 11: Make cities and human settlements inclusive, safe, resilient

Strategic Environmental Objectives (SEOs) from the Dublin City Development Plan 2022-2028		Sustainable Development Goals
	(PHH_4) Protect human health and well-being from environment-related pressures.	and sustainable. Goal 12: Ensure sustainable consumption and production patterns. Goal 13: Take urgent action to combat climate change and its impacts. Goal 14: Conserve and sustainably use the oceans, seas and marine resources for sustainable development.
	(SG_1) Safeguard sensitive soil, resources and geological heritage sites against pollution and degradation.	Goal 11: Make cities and human settlements inclusive, safe, resilient and sustainable.
Soils & Geology (SG)	(SG_2) Promote the sustainable use of infill and brownfield sites over the use of greenfield within the city.	Goal 12: Ensure sustainable consumption and production patterns. Goal 13: Take urgent action to combat climate change and its impacts. Goal 15: Protect, restore and promote sustainable use of terrestrial ecosystems, sustainably manage forests, combat desertification, and halt and reverse land degradation and halt biodiversity loss.
	(SG_3) Safeguard designated geological sites	
Water Quality (W)	(W_1) Protect and where necessary improve and maintain water quality and the management of watercourses and groundwater and coastal waters in compliance with the requirements of the Water Framework Directive and Marine Strategy Framework Directive objectives and measures.	Goal 6: Ensure availability and sustainable management of water and sanitation for all. Goal 11: Make cities and human settlements inclusive, safe, resilient and sustainable. Goal 13: Take urgent action to combat climate change and its impacts. Goal 14: Conserve and sustainably use the oceans, seas and marine resources for sustainable development.
	(W_2) Avoid inappropriate development in areas at risk of flooding and areas that are vulnerable to current and future erosion.	Goal 15: Protect, restore and promote sustainable use of terrestrial ecosystems, sustainably manage forests, combat desertification, and halt and reverse land degradation and halt biodiversity loss
	(W_3) Integrate sustainable water management solutions (such as SuDS, porous surfacing and green roofs) into development proposals.	

Strategic Environmental Objectives (SEOs) from the Dublin City Development Plan 2022-2028		Sustainable Development Goals
Air Quality & Noise (AN)	(AN_1) To avoid, prevent or reduce harmful effects on human health and the environment as a whole resulting from emissions to air from all sectors, with particular reference to emissions from transport, residential heating and industry.	Goal 7: Ensure access to affordable, reliable, sustainable and modern energy for all. Goal 11: Make cities and human settlements inclusive, safe, resilient and sustainable. Goal 13: Take urgent action to combat climate change and its impacts
	(AN_2) Minimise travel related emissions and encourage a modal change from car to more sustainable forms of transport.	
	(AN_3) Aim to meet Air Quality Directive standards for the protection of human health - Air Quality Directive.	
	(AN_4) Significantly decrease noise emissions associated with traffic and transport and other noise related industry etc.	
Climate Change	(CC_1) Minimise contribution to Climate Change by adopting mitigation and adaptation measures.	Goal 11: Make cities and human settlements inclusive, safe, resilient and sustainable. Goal 12: Ensure sustainable consumption and production patterns. Goal 13: Take urgent action to combat climate change and its impacts.
	(CC_2) Integrate sustainable design solutions into the city's infrastructure (e.g. energy efficient buildings; green infrastructure).	
(CC)	(CC_3) Contribute towards the reduction of greenhouse gas emissions in line with national targets.	
	(CC_4) Encourage and promote development resilient to the effects of climate change.	
	(CC_5) Promote the use of renewable energy, energy efficient development and increased use of public transport.	

Strategic Environmental Objectives (SEOs) from the Dublin City Development Plan 2022-2028		Sustainable Development Goals
Cultural Heritage (CH)	(CH_1) Protect places, features, buildings and landscapes of cultural, archaeological and / or architectural heritage from impact from development	Goal 11: Make cities and human settlements inclusive, safe, resilient and sustainable. Goal 13: Take urgent action to combat climate change and its impacts.
Landscape & Visual (LV)	(LV_1) Protect and maintain the special qualities of the landscape character of Dublin City, especially concerning areas of high amenity - River Liffey, Royal Canal, Grand Canal and coastline.	Goal 11: Make cities and human settlements inclusive, safe, resilient and sustainable. Goal 13: Take urgent action to combat climate change and its impacts.
Material Assets (MA)	(MA_1) Make best use of existing infrastructure, promote the sustainable development of new infrastructure to match population distribution and protect existing assets, to meet the needs of Dublin City's population.	Goal 6: Ensure availability and sustainable management of water and sanitation for all. Goal 7: Ensure access to affordable, reliable, sustainable and modern energy for all.
	(MA_2) Promote the circular economy, reduce waste, and increase energy efficiencies	Goal 9: Build resilient infrastructure, promote inclusive and sustainable industrialization and foster innovation.
	(MA_3) Ensure there is adequate sewerage and drainage infrastructure in place to support new development.	Goal 11: Make cities and human settlements inclusive, safe, resilient and sustainable. Goal 12: Ensure sustainable consumption and production patterns.
	(MA_4) A reduction in energy demand from the transport sector and support moves to electrification of road and rail transport modes.	Goal 13: Take urgent action to combat climate change and its impacts. Goal 15: Protect, restore and promote sustainable use of terrestrial ecosystems, sustainably manage forests, combat desertification, and halt and reverse land degradation and halt biodiversity loss.

4 Key Environmental Resources

4.1 Introduction

The purpose of this section is to provide a summary of the main environmental resources and issues within the draft plan area. A full description of the main environmental resources will also be included in the Environmental Report. Where data gaps are found for particular aspects of the environment, the significance of these data gaps will be evaluated and clearly stated. It will also be stated whether these gaps can be addressed during the SEA process. In accordance with the provisions of Planning and Development (Strategic Environmental Assessment) (Amendment) Regulations 2011, consideration will be given as to whether the environmental effects, both positive and negative, of the Plan are likely to be significant.

The EPA provide guidance at National Level through the regularly updated *SEA of Local Authority Land- Use Plans – EPA Recommendations and Resources (2025)*¹ identifies key themes for consideration and can assist in informing the scope of the SEA. These are listed as follows:

4.1.1 EPA Key Environmental issues to consider

- Drinking water: quality and conservation
- Climate Change and climatic factors
- Air
- Noise
- Waste management
- Radon.

4.2 Biodiversity, Flora and Fauna

Currently the lands are dominated by light industrial and commercial activity with started in the 18th century with the construction of the Royal Canal and shortly after the railway line. The plan area is also adjacent to significant areas of open green space that could form part of the wider green and blue network – namely the Royal Canal pNHA, the Tolka Valley Park, the historic cemetery of Glasnevin with the National Botanic Gardens less than 600m east from the plan boundary. Habitat and bird surveys have taken place over 2024 and are presented in this section. The appropriate assessment will also assess the likely significant effects of the plan on conservation management objectives of European Sites. Figures 3 and 4 present European Sites and Natural Heritage Areas/proposed Natural Heritage Areas at 5, 10 and 15km buffers of the plan area.

¹ SEA of Local Authority Land-Use Plans - EPA Recommendations and Resources 2025

Figure 3: European sites within 5, 10, 15 and 20KM of proposed Variation

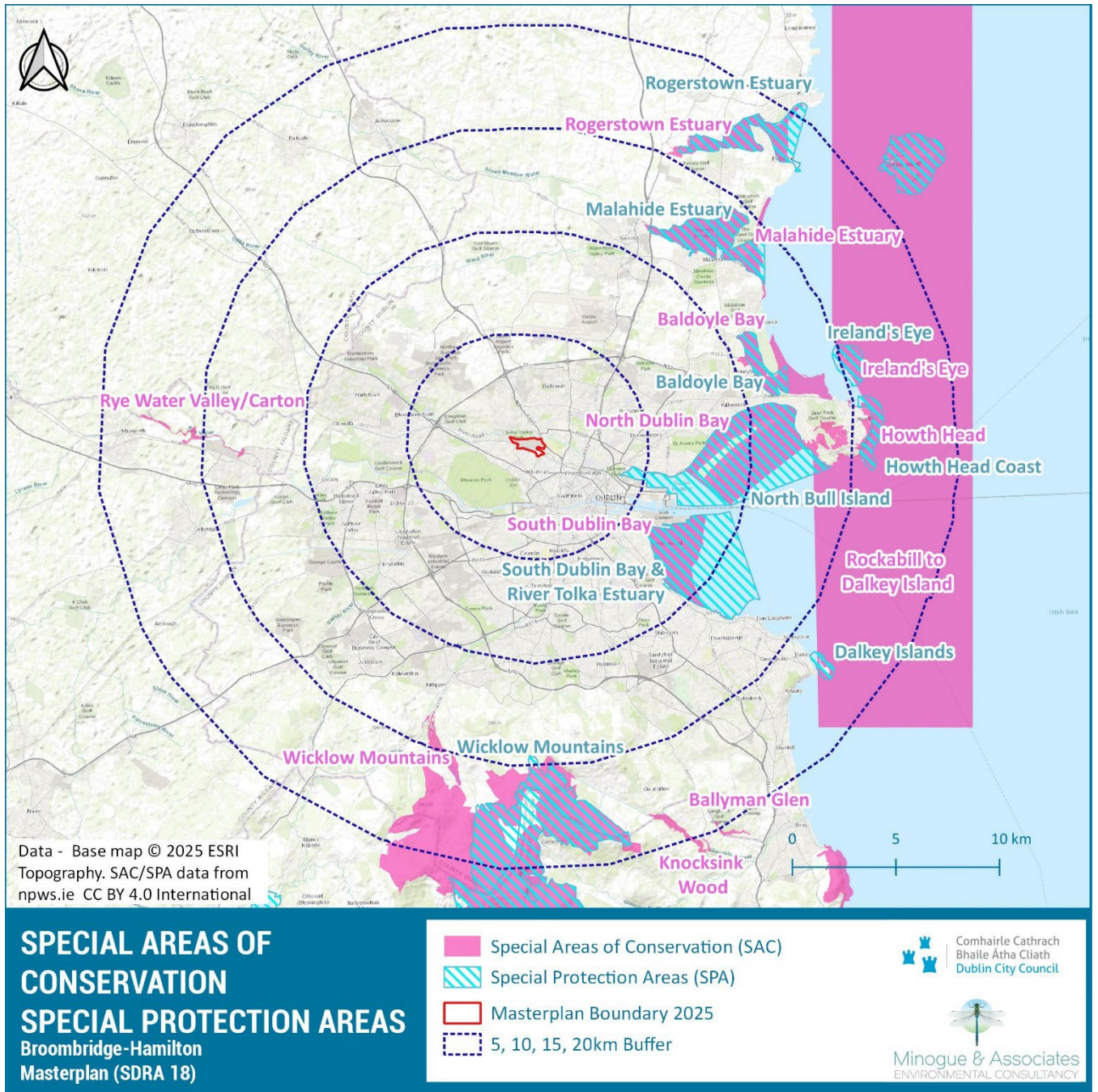


Figure 4: Natural Heritage Areas and Proposed Natural Heritage Areas at 5, 10 and 15KM Buffer of Variation Area



4.2.1 Habitats

A section of the Royal Canal proposed Natural Heritage Area (pNHA) is included within the Masterplan area and includes not just the canal itself, its banks and towpath, but also an undeveloped area that has survived between the Royal Canal and the Phoenix Park Tunnel Branch and Dublin to Maynooth railway lines. The section of the canal corridor traversing the area to be covered by the Masterplan is one of the richest areas for biodiversity within the Dublin City Council area. A rich aquatic flora and fauna occurs in the canal, in the latter case possibly including the rare mollusc

Myxas, and three species orchid rare in the city were recorded from railway embankments in the vicinity of the canal in the 1980s and 1990s. One of these species was pyramidal orchid *Anacamptis pyramidalis*

and this species has been recorded again during the summers of 2023 and 2024 by a staff member of the National Parks and Wildlife Service of the Department just north of the Royal Canal

towpath and immediately west of the Phoenix Park Tunnel Branch railway line within the undeveloped area between the railways and the canal¹.

4.2.2 Ecological Surveys

Habitat survey and breeding bird surveys along with any observation of mammal tracks or evidence were undertaken 9th of June and 1st of July 2024. Results are presented below.

4.2.3 Breeding bird survey

In total 28 species were recorded during both breeding bird visits. Of the 28, 2 red-listed species were observed along with 6 amber-listed species and 20 green conservation status birds. Confirmed breeding behaviour or activity was observed in 9 species while a further 6 were classed as both probable and possible breeding. 7 species exhibited non-breeding behaviours. It should be noted that, species could have been identified as confirmed breeders while also other individuals of the same species were observed as possible breeders due to alternative behaviour/activity. Table 4 presents the breeding bird survey results and category under the Birds of Conservation Concern in Ireland (BoCCI).

Additional observations

During the 2nd visit both raven and bullfinch were recorded within the area but not during the bespoke breeding bird survey. In addition, breeding herring gulls were recorded on the roof of the industrial buildings just north of the canal on the 2nd visit, at this location 53.37292521068268, -6.29809629866128. 3 herring gull chicks were observed on the roof with the parents circling above with distress calls in reaction to the presence of pedestrians/cyclists along the canal and other adult herring gulls.

Table 4: Breeding Bird Survey Results and Corresponding BoCCI Category

Common name	Scientific name	Breeding Status ²	Total No. ³		BoCCI ⁴
			Visit 1	Visit 2	
Blackbird	<i>Turdus merula</i>	Confirmed	7	3	Green
Blackcap	<i>Sylvia atricapilla</i>	Possible	3	0	Green
Blue tit	<i>Cyanistes caeruleus</i>	Confirmed	8	0	Green
Buzzard	<i>Buteo buteo</i>	Non-breeder	0	1	Green
Cormorant	<i>Phalacrocorax carbo</i>	Non-breeder	0	1	Amber
Collard dove	<i>Streptopelia decaocto</i>	Confirmed	14	6	Green
Dunnock	<i>Prunella modularis</i>	Confirmed	1	0	Green
Feral pigeon	<i>Columba livia f. domestica</i>	Confirmed	4	2	Green
Great black-back gull	<i>Larus marinus</i>	Non-breeder	1		Green
Goldfinch	<i>Carduelis carduelis</i>	Probable	8	8	Red
Great tit	<i>Parus major</i>	Probable	1	0	Green
Grey wagtail	<i>Motacilla cinerea</i>	Possible	0	1	Green

Grey heron	<i>Ardea cinerea</i>	Non-breeder	0	1	Green
Hooded crow	<i>Corvus cornix</i>	Probable	2	2	Green
Herring gull	<i>Larus argentatus</i>	Non-breeder	8	5	Red
House sparrow	<i>Passer domesticus</i>	Confirmed	11	5	Amber
Lesser black-back gull	<i>Larus fuscus</i>	Non-breeder	1	3	Amber
Linnet	<i>Linaria cannabina</i>	Possible	1	1	Amber
Magpie	<i>Pica pica</i>	Probable	6	1	Green
Moorhen	<i>Gallinula chloropus</i>	Confirmed	13	4	Green
Pied wagtail	<i>Motacilla alba yarrellii</i>	Possible	1	1	Green
Robin	<i>Erithacus rubecula</i>	Possible	1	0	Green
Redpoll	<i>Acanthis flammea</i>	Non-breeder	1	0	Green
Starling	<i>Sturnus vulgaris</i>	Confirmed	17	2	Green
Sand martin	<i>Riparia riparia</i>	Probable	2	0	Amber
Tufted duck	<i>Aythya fuligula</i>	Probable	3	2	Amber
Woodpigeon	<i>Columba palumbus</i>	Confirmed	10	4	Green
Wren	<i>Troglodytes troglodytes</i>	Possible	10	2	Green

¹ The information provided on foot of scoping submission from Department Housing, Local Government and Heritage.

² This is the highest breeding status code achieved for each species, note, a species could obtain 'confirmed' breeding while also have been recorded as 'possible' breeding.

³ This is the total number of observations of each specific species per visit.

⁴ BoCCI refers to Birds of Conservation Concern in Ireland (Gilbert et al, 2021)

Figure 5: Breeding Bird Survey



4.2.4 Winterbird surveys

Site visits to the small areas of grassland were undertaken over late 2023 to early 2024 by ecologist Pat Doherty MCIEEM. These grassland habitats are confined in extent within the masterplan plans and no evidence of winterbird usage were observed at these sites during these site visits.

Ecological surveys undertaken as part of the Luas Finglas EIAR undertook winterbird surveys at Tolka Park, north of the masterplan lands. These surveys were completed over 2021 – 2024 and based on

desktop and site visits the following species of conservation interest were identified as using the Tolka Valley Park pond and/or the maintained amenity grassland areas within and adjacent to the boundaries of the proposed Luas Finglas Scheme- Light-bellied Brent Goose, Black-headed Gull, Curlew, Lapwing, Herring Gull, Lesser Black-backed Gull, Common Gull and Cormorant, frequented the Tolka Valley Park. The grasslands associated with the Erin Isle GAA grounds and West Farnham grasslands supported Light Bellied Brent Geese, these lands are north of the masterplan lands.

Mammal observations

A walkover survey for mammals was undertaken along the same transect route used for the breeding bird survey and took place upon completion of the bird survey on the same dates of the 9th of June and 1st of July 2024. The transect was walked looking for any signs of mammal activity along the canal i.e. trails, scat, sighting of live animals.

During the first visit an additional area of scrubby grassland directly north of the canal was identified as potential habitat for mammals and was subject to a walkover survey on 1st July 2024. See Figure 4.4 below.

Figure 6: Scrubby Grassland North of the Royal Canal



Results

Overall, no direct signs of any mammals were observed within the survey area on either occasion. There were some potential mammal runs observed towards the latter end of the transect which could be used by urban foxes however, with the volume of dogs in the area it is also likely these are just dog trails. 6 potential mammal runs were identified. See results Table 5 below.

Table 5: Mammal Walkover Survey Results

ID code	Lat	Lon
MR1	53.37275280300225	-6.29807286
MR2	53.37269439480175	-6.297761053
MR3	53.37254637366098	-6.296872571
MR4	53.37250516768431	-6.296715327
MR5	53.37233643	-6.29574799
MR6	53.37209610619074	-6.294428073

It should be noted that, the volume of pedestrians, cyclists and dog walkers along the canal is high and therefore, it is a highly disturbed area, and the volume of dogs hinders the process of surveying for mammals.

Otters

Otter surveys have been undertaken along the Royal Canal (Triturus 2024) and the area between Locks 2 to Lock 8 at Cabra West are relevant to the masterplan lands. Overall, the survey area, the land between these locks recorded absence of otter activity however otter spraints were recorded

downstream between the 2nd and 1st Lock of the Royal Canal and upstream from the 6th lock onwards.

“There was an absence of signs in two survey reaches, namely i) between the 2nd and 6th locks (1.1km of canal) and ii) between Kennan Bridge and Collin’s Bridge (4.2km of canal). Whilst the lack of otter signs between the 2nd and 6th locks can be explained by significant construction works during the survey period (high levels of disturbance), it also reflects the paucity of suitable marking sites (e.g. for spraint deposition) and barriers to otter passage (i.e. locks with high gradients). Similarly, higher levels of disturbance and poor marking opportunities resulted in the absence of signs between Kennan Bridge and Collin’s Bridge. This c.4km section provides relatively poor-quality fisheries habitat compared with elsewhere on the canal (high levels of shading, low wind fetch, low macrophyte cover etc.) and poorer quality foraging habitat for otter, whose primary prey resource is fish (Krawczyk et al., 2016). Both of these canal areas routinely feature a low number of otter signs.”¹

Otter surveys comp

“Evidence (spraints, latrines and holt) of Otter habitation was recorded along both the Broombridge Royal Canal section and the River Tolka within Tolka Valley Park. Multiple spraints were recorded during 2021, 2022 and 2023 at an Otter latrine located along the northern bank of the Royal Canal, under Broombridge pedestrian / roadway bridge. Additionally, an Otter holt was recorded (January 2023) along the south bank of the Royal Canal, located approximately 35m east of the existing pedestrian bridge over the railway. Follow-up activity checks on the holt were conducted during the summer and autumn of 2023, which concluded that the holt was inactive during the summer, autumn and winter months (May to September inclusive), inferring that this holt is not a core or breeding holt used regularly by the resident male and female Otter which control this territory. Within the Tolka Valley Park, two Otter latrines were noted upstream of the pedestrian / roadway bridge along the River Tolka. Both latrines were located on instream boulders, the first of which was located 40m upstream of the proposed Scheme’s site boundary, while the second latrine was located 440m upstream of this boundary.”²

Notwithstanding these findings, the Royal Canal corridor is an important route for otters and other mammals.

4.2.5 Bats

Nearby bat survey reports were reviewed in addition to the National Biodiversity Database to ascertain desktop information on bat activity in and around the Masterplan lands.

As part of the Dart South-West+ EIAR³, static detectors were deployed in 2021 activity season the results of which are shown below from the location of static detectors at Cabra.

¹ Royal Canal Otter Report 2023, Triturus, 2024

² Luas Finglas Environmental Impact Assessment Report Chapter 9 – Biodiversity

³ EIAR Volume 4 Appendix 8.1 Biodiversity – Supporting Information, Córas Iompair Éireann (CIÉ) 2023

Table 6: Static Detector Results Cabra

Species	May	June	July	August	September	Total (%)
Leisler's bat	6	33	42	4	0	85 (92.4)
Common pipistrelle	0	0	1	0	0	1 (1.1)
Soprano Pipistrelle	0	1	3	2	0	6 (6.5)
Total	6	34	46	6	0	92

The Royal Canal Railway bridge was also surveyed for bat roost potential and was assigned a moderate classification. The incidental Bat Activity Recorded During Emergence re-entry surveys are shown below:

Table 7: Incidental Bat Activity Royal Canal Railway Bridge

Date	Surveyor Location	Time	Frequency	Species	Description
22/06/21	North	21:51	22.5	Leisler's bat	Heard not seen
22/06/21	North	22:19	22.5	Leisler's bat	Heard not seen
22/06/21	North	22:32	22.5	Leisler's bat	Heard not seen
22/06/21	South	21:53	19.5	Unknown	Not likely, no observation
22/06/21	South	22:19	22.5	Leisler's bat	Not observed at roost
28/07/21	North	04:28	45	Common pipistrelle	Heard not seen
28/07/21	North	03:59	46	Common pipistrelle	Heard not seen
28/07/21	South	03:37	43.5	Common pipistrelle	Heard not seen
28/07/21	South	03:54	49.5	Soprano pipistrelle	Flying over SW over bridge
22/09/21	East	20:09	52.5	Unknown	Flying outside tunnel for a few minutes. Flew in but was not observed flying out

4.3 Population and Human Health

As much of the plan area comprises light industrial use the population density is currently quite low, when compared to neighbouring established areas of residential land use, particularly in the city centre.

Achieving and supporting compact growth in the area, whilst supporting mixed uses will be important as well maintaining access to blue and green space and enhancing connectivity for transport and ecological corridors.

Whilst the overall population of the DCC geographic area increased by 11% between 2011 and 2022, notably, this population increase was outstripped within the two Local Electoral Districts that surround the Masterplan lands. Approximately a third of DCC's population growth was focused here. The identified population increase is further skewed toward the Cabra-Glasnevin district, where total population increased by over a quarter between the 2011 census period and 2022. The overall increase of 17.5% for the Masterplan hinterland or 'Masterplan Area' (taken as Cabra-Glasnevin & Ballymun-Finglas combined through this report) remains significant, presenting challenges for existing public services and amenities.

The age profile of the study area is similar to the city as whole, though strikingly with fewer 20-34 year olds and a slightly higher proportion of 35-64 year olds. A corollary of this is the relative lack of young professionals residing in the area and a skew toward 35-64 year olds. Analysing the age cohort figures

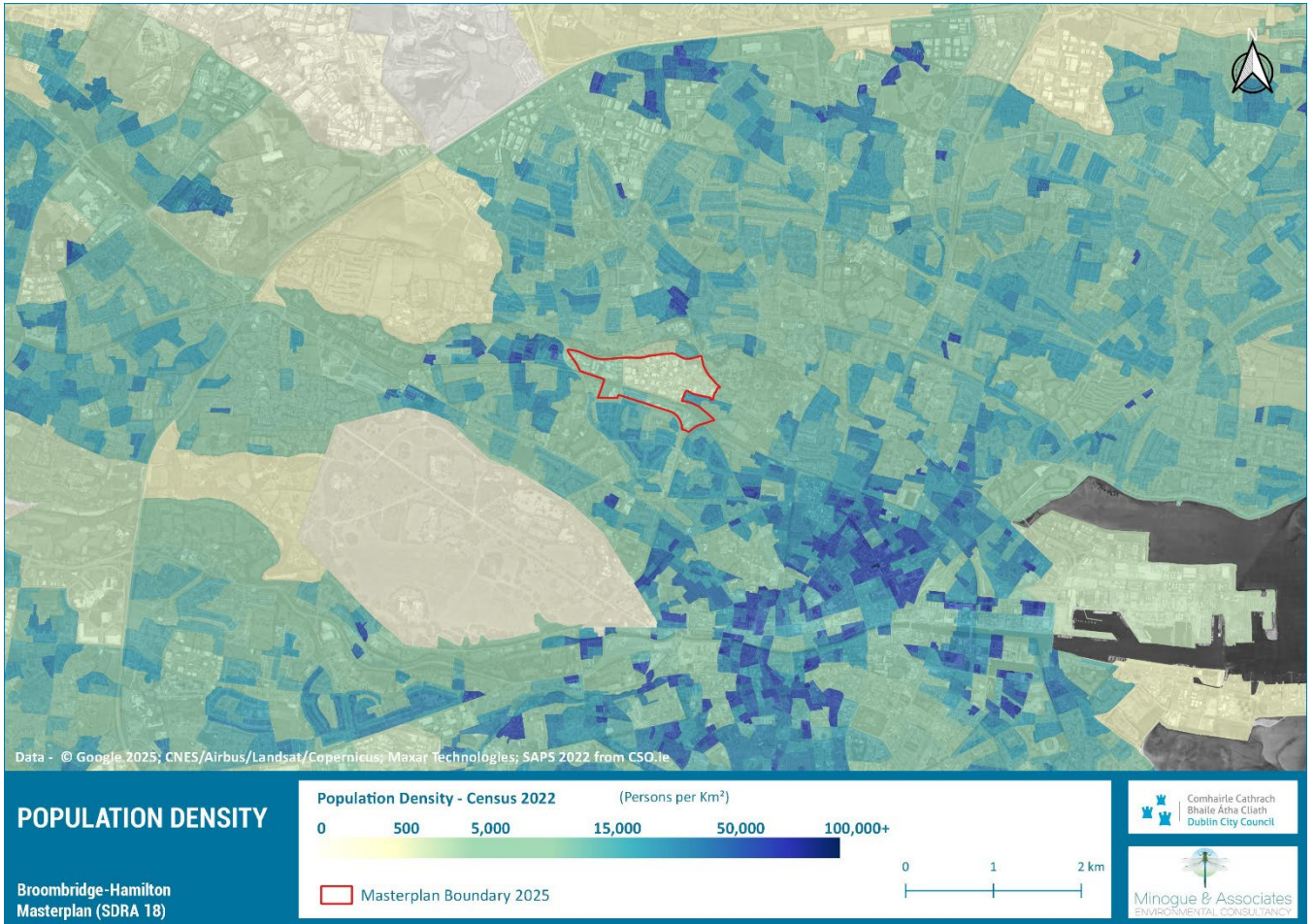
further, we can also detect differences between Cabra-Glasnevin and Ballymun Finglas, where the latter is shown to have a marginally higher proportion of 5-12 year olds, and a significantly higher proportion of 13-19 year olds. Both Cabra-Glasnevin and Ballymun-Finglas are seen to have older populations than the wider DCC area. This is demonstrated within the 35-64 year old cohort, and is again notable within the population cohort aged 65 and above. Such demographics and variance between cohorts within the vicinity of the Masterplan lands have implications for the approach to regeneration. Namely, such demographics will influence the provision of public services within the Masterplan lands in terms of both type and volume. The nature of such service delivery is contingent upon provision for such within the draft Masterplan, and regard for such demographics will be required for any regenerative Masterplan to ultimately be successful.

The Pobal HP Deprivation Index measures and maps the relative affluence or disadvantage of a particular geographical area using Census data and looking at a number of key indicators including: the proportion of skilled professionals, education levels, employment levels, and single parent households found. These figures must be caveated with typical issues regarding small area population statistics but serve as a reliable guide to economic welfare across this portion of the city.

Based on the 2022 Census, lands within the Masterplan boundary to the north of the canal are classed as either 'Marginally Below Average' or 'Marginally Above Average' with lands to the south classed as 'Disadvantaged' or 'Very Disadvantaged'. Newly regenerated areas to the west at Royal Canal Park and Rathborne are classed as 'Very Affluent or Affluent'. Regeneration in these areas followed the implementation of the 2013 Ashtown-Pelletstown Masterplan and this could serve as an indication of the uplift possible for the Masterplan area and its hinterland following the delivery of further managed successful regeneration through an appropriate Masterplan development framework.

Delivering community and cultural infrastructure in tandem with regeneration will be essential in order to create a successful mixed use urban neighbourhood. The Masterplan approach requires the co-ordinated provision of a range of facilities and services to cater for all, such as schools, cultural spaces and community spaces. The Masterplan seeks to provide for community infrastructure that complements the range of neighbouring facilities already existing in the area. Recognising and supporting the existing cultural and community uses in the area will ensure a continuity of identity and can help sustain and grow these uses as implementation is phased. Figure 7 presents population density in the plan area and environs based on Census 2022 data.

Figure 7: Population Density

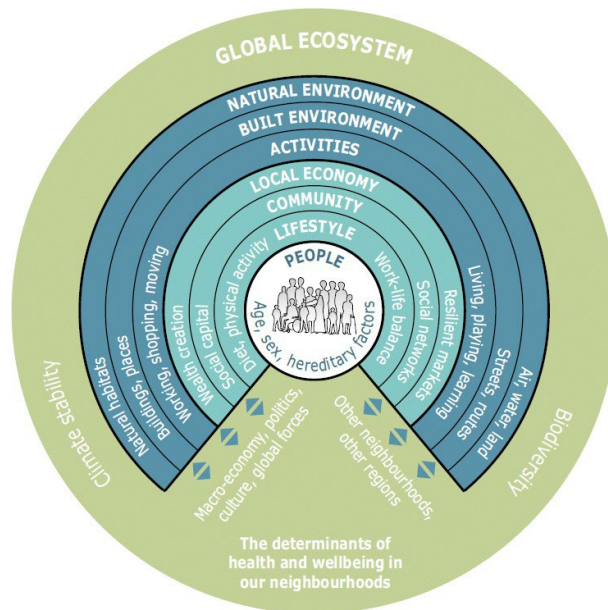


4.3.1 Human health

Environmental factors that influence human health include air quality and noise levels, access to safe green and blue space, permeable spaces, quality of built environment and safe neighbourhoods.

Figure 8 presents the determinants of human health and wellbeing, highlighting the interactions between environmental quality, social factors and human health and wellbeing.

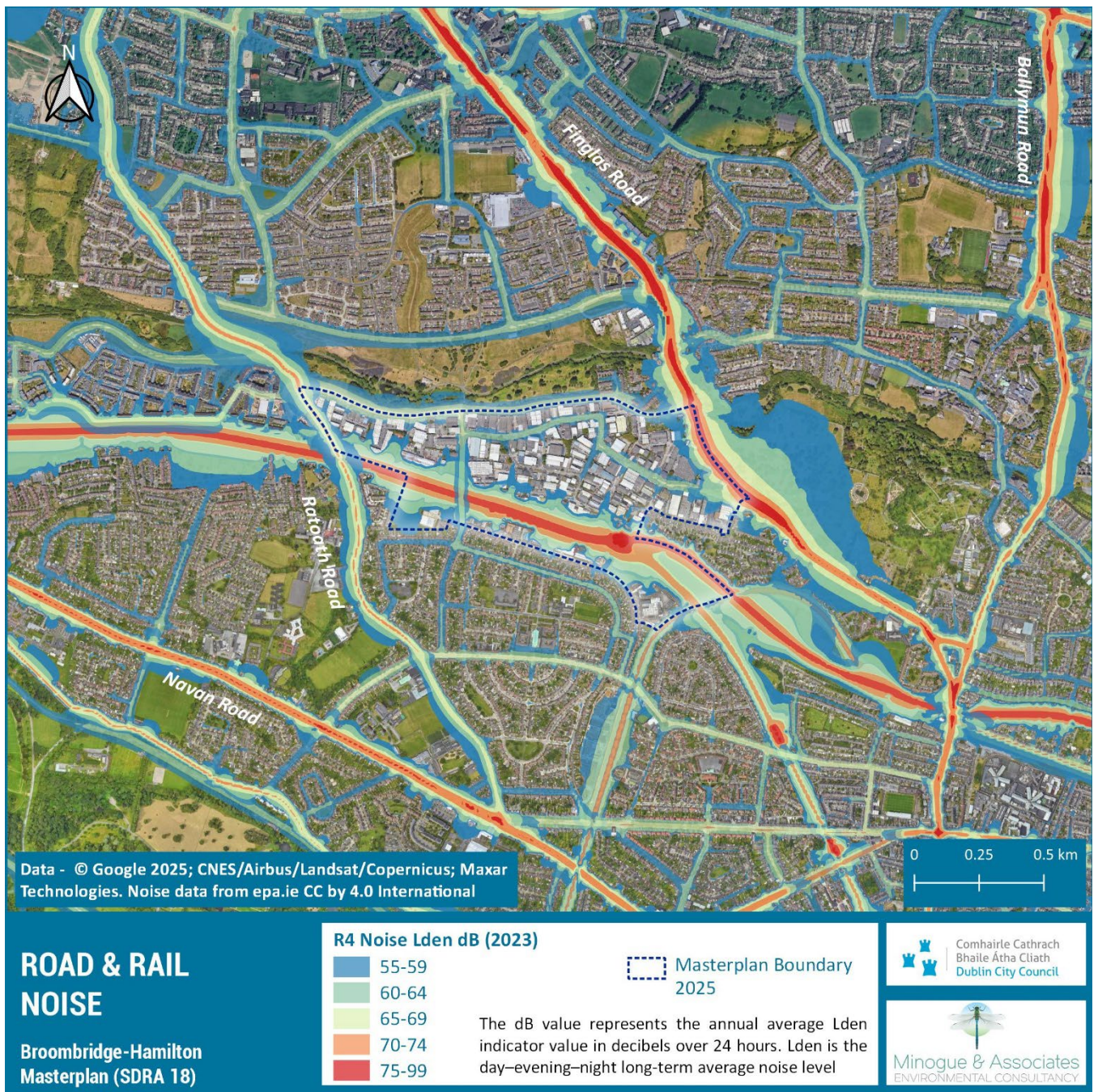
Figure 8: The determinants of health and well-being in our neighbourhoods (Source: Human ecology model of a settlement, Barton and Grant, 2006)



4.4 Noise and human health

The Masterplan lands include a number of transport routes such as rail and road that are included in Strategic noise mapping required under the Environmental Noise Directive (END). The aim of the END is to provide a common framework to avoid, prevent or reduce, on a prioritised basis, the harmful effects of exposure to environmental noise through the preparation of strategic noise maps and the development and implementation of action plans. The identification of noise sensitive areas allows for the application of protective measure or mitigation measures in advance of further development. Figure 9 overleaf presents Noise Mapping from Road and Rail sources respectively.

Figure 9: Noise mapping for daytime noise



4.5 Air and Climate

The Environmental Protection Agency (EPA) has developed four zones to represent all the potential ‘types’ of air quality background that are likely to exist in Ireland. These four zones are stated in the Air Quality Regulations (2002) and Dublin is located with Zone A Dublin Conurbation. The nearest air quality monitoring station is at Amiens Street Dublin 1 as the Finglas air quality monitor is currently not in full operation. See Figure 3.4 below for measurements of Nitrogen Oxide (NO₂), Particulate Matter₁₀ (PM₁₀) and Particulate Matter_{2.5} (PM_{2.5}).

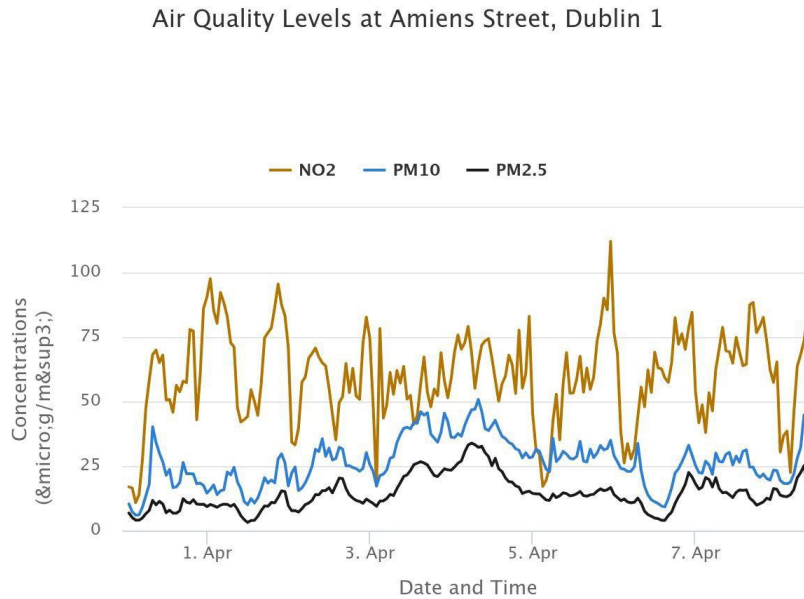
The main source of NO₂ in Ireland is from road transport. Diesel engine vehicles produce more NO₂ than petrol vehicles. Other sources of NO₂ in Ireland include:

- off-road machinery (for example, earth movers and lawnmowers),

- industrial and construction activities, and
- electricity and heat production equipment such as central heating boilers and generators.

PM_{2.5} is also known as 'fine particulate matter'. This is the most important pollutant in Ireland from a health perspective. It is estimated to cause ~1,300 premature deaths in Ireland annually. The main source of fine particulate matter in Ireland is from the burning of solid fuel to heat homes. Figure 10 presents air quality results for particulate matter and nitrogen oxide measures at Amiens Street from 31st March to 8th April 2025.

Figure 10: Air quality monitoring results Amiens Street



4.5.1 Climate

The Dublin City Council *Climate Action Plan 2024-2029* sets out three targets that are interdependent:

- A 51% reduction in greenhouse gas emissions in line with our National Climate Objective by 2030, while striving for neutrality before 2050 as per Dublin City's participation in the EU Mission for 100 Climate Neutral and Smart Cities (Net Zero Cities).
- A Climate Resilient City prepared for the known and unknown impacts of climate change
- A Just Transition meaning that the actions we take do not cause harm.

At plan level, contributing to the legally binding net Zero no later than 2050 and a 51% reduction in emissions by end of 2030 included in the Climate Action and Low Carbon Development (Amendment) Act 2021 will mean embedding climate change actions through all land use planning including the masterplan.

Climate change can be addressed by two primary complementary responses, namely mitigation and adaptation. Climate mitigation refers to measures to reduce climate change by limiting greenhouse emissions. It includes strategies to reduce activities that give rise to greenhouse gases and to enhance carbon sinks. Adaptation refers to actions which seek to better manage and reduce the risks and effects of

existing or anticipated climate change and exploit beneficial opportunities. While historically, priority has been given to mitigation measures, it is now recognised that adaptation is just as important as mitigation, and both actions taken in conjunction are crucial to limiting the impacts of climate change.

The key responses in this plan to the challenges posed by climate change in the built environment include:

- The promotion of compact urban growth, making better use of available land.
- The provision of sustainable transport, promoting more walking, cycling and use of public transport.
- The creation of flood resilience on public and private lands
- The development of comprehensive green-space networks and ecosystem services, like more green spaces and nature-based measures to reduce flooding and incorporating the promotion of biodiversity.

All these are integrated into the Masterplan preparation including the Rainwater Management Strategy (outlined below).

4.6 Water resources including flooding

The Water Framework Directive (WFD) establishes a framework for the protection of all waters including rivers, lakes, estuaries, coastal waters, groundwater, canals and other artificial bodies for the benefit of everyone.

The Water Framework Directive establishes a framework for the protection of all waters including rivers, lakes, estuaries, coastal waters, groundwater, canals and other artificial bodies for the benefit of everyone. The plan area is located within the Liffey and Dublin Bay catchment (09) and the Tolka sub-catchment (SC_020).

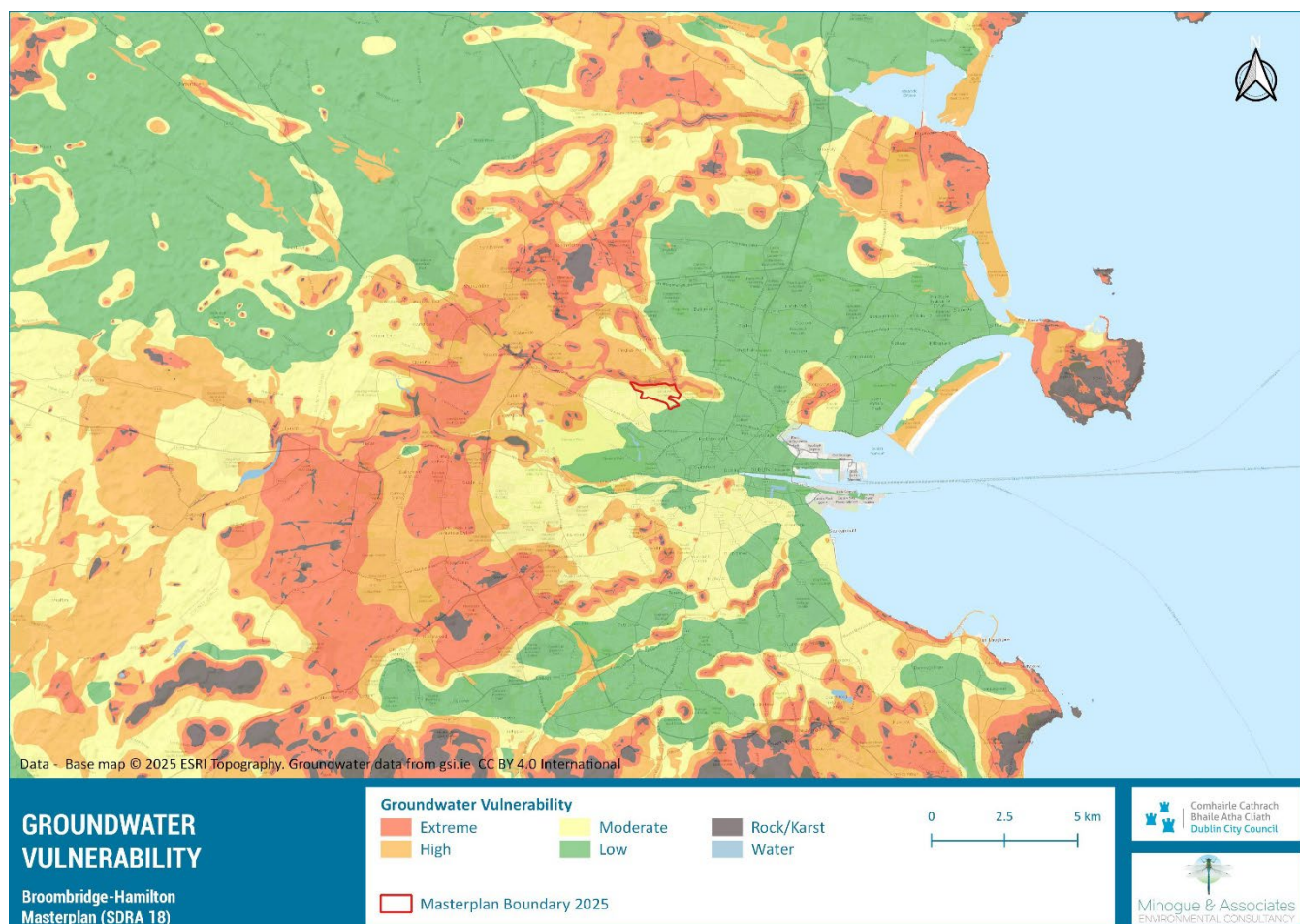
Principal waterbodies near or in the plan area are the River Tolka north and the Royal Canal. Both drain to the Dublin Bay, the Tolka at Clontarf and the Royal Canal at the Liffey at the North Wall. According to most recent EPA data, the Royal Canal Main Line (IE_09_AWB_RCMLE) is of good status, the receiving transitional waters of the Tolka Estuary and Liffey Estuary Lower are both at risk of not meeting the WFD quality objectives by 2027. Figure 11 and 12 presents information on surface water quality in and around the plan area.

Figure 11: Surface Water Quality in and around Plan Area



The Geological Survey of Ireland (GSI) rates aquifers according to both their productivity and vulnerability to pollution. Groundwater vulnerability maps are based on the type and thicknesses of subsoils (sands, gravels, glacial tills (or boulder clays), peat, lake and alluvial silts and clays), and the presence of karst features. Groundwater is most at risk where the subsoils are absent or thin and, in areas of karstic limestone, where surface streams sink underground at swallow holes. Aquifer vulnerability is the ease with which pollutants of various kinds can enter into groundwater. The vulnerability of aquifers underlying the Masterplan lands are moderate to high.

Figure 12: Groundwater Vulnerability



4.6.1 Flooding

Flood risk is a key consideration in preparing the masterplan. The Flood Risk Guidelines seek to ensure that development avoids flood risk, substitute less vulnerable uses when avoidance is not possible, and mitigate and manage the risk where avoidance and substitution are not possible. A strategic flood risk assessment has been prepared by JBA Ireland to inform the masterplan preparation.

The conclusion of the SFRA is listed below:

Flood risk from all sources is not a significant constraint on the lands and it is proposed that:

- The Royal Canal route is accommodated with an appropriate riparian zone.
- The River Tolka Flood Zone A/B impacts a small area of the northeastern corner of the Masterplan lands where the existing form of residential development is being unaltered.
- Within Flood Zone A/B on the northeastern corner of the Masterplan lands further Highly vulnerable residential usage will not be developed instead the land is prioritised for use incorporating a 12.5m wide swale/SuDS feature which links along the eastern margin into the Flood Zone.
- Canal breach is managed by prioritising shallow overland flow routes along road and GI swale / SuDS corridors in a northerly direction towards the Tolka Valley Park and allowing for an appropriate offset to any building FFLs, as set out in Section 4.2.
- Prior to the finalisation of any future detailed design for the Masterplan, a detailed integrated catchment/drainage model and further on site survey is conducted to provide a level of assessment appropriate for the full testing of both the upstream stormwater drainage catchment and the proposed

Masterplan lands as part of an updated Flood Risk Assessment. This will allow for the full and detailed design of the Masterplan lands and the more detailed assessment will also allow for the alignment with Policy SI10.

- Any future development planning applications within the Masterplan boundary should rely on the updated integrated catchment model and associated FRA and also apply the guidance set out in Section 4 of the Dublin City Council Development Plan SFRA.

- The Rainwater Management Strategy (RMS) sets out the plan for the control of surface water run-off and Green Infrastructure. The RMS should be considered in conjunction with the SFRA and the recommendations within the RMS must be applied in tandem.

This SFRA has been developed to inform the preparation of the Masterplan, which has been reviewed against the recommendations set out in The Planning System and Flood Risk Management Guidelines for Planning Authorities and Technical Appendices, 2009 and the Dublin City Development Plan 2022-2028. The land-use zoning allocation and general strategy of the Masterplan has passed parts 1 and 2 and 3 of the Justification Test, with further recommendations made in part 3 of the Justification Test, relating to further assessment/FRA prior to detailed design.

4.7 Soil and Geology

The plan area is underlain by limestone bedrock which is well draining. Within the plan area, the built land is identified as ‘made soils’, these are soils which have been disturbed, transported or manipulated by activity in the urban environment. Please see Figures 13 and 14 for bedrock geology and carbon in soil maps (NPWS) maps in and around the plan area.

Figure 13: Bedrock Geology

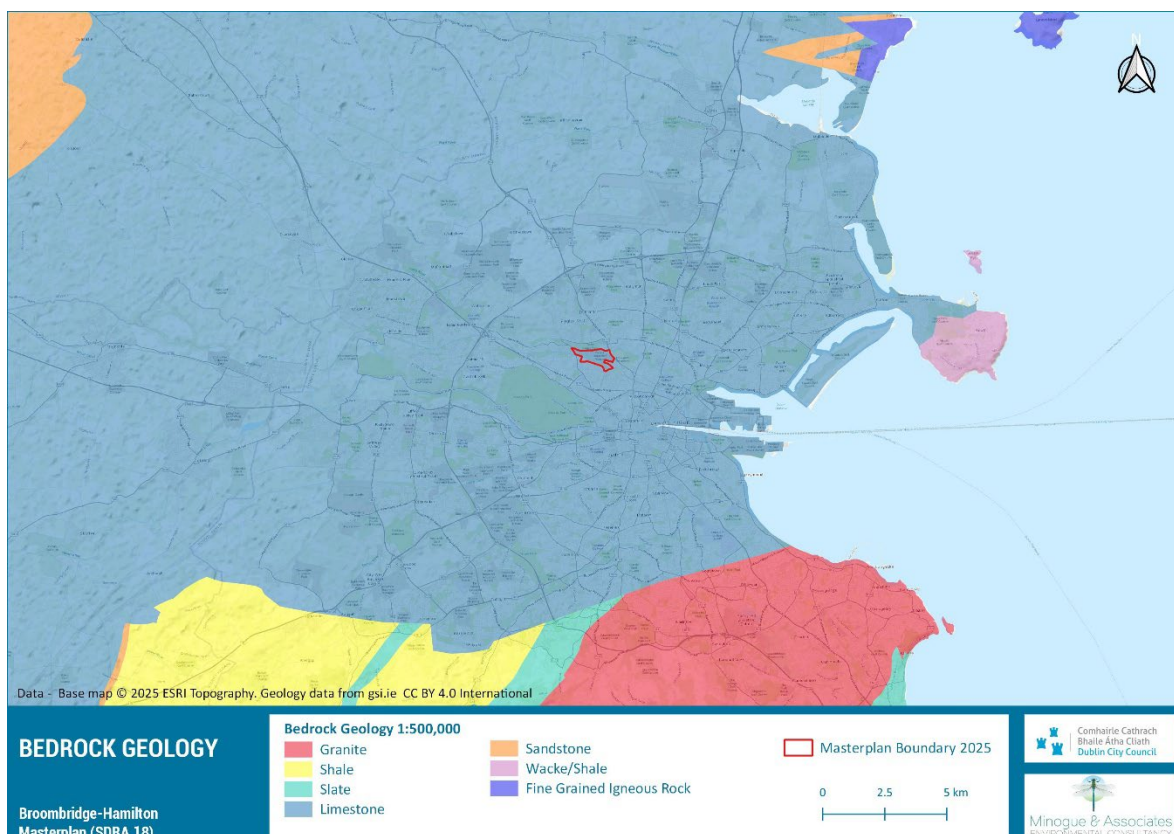
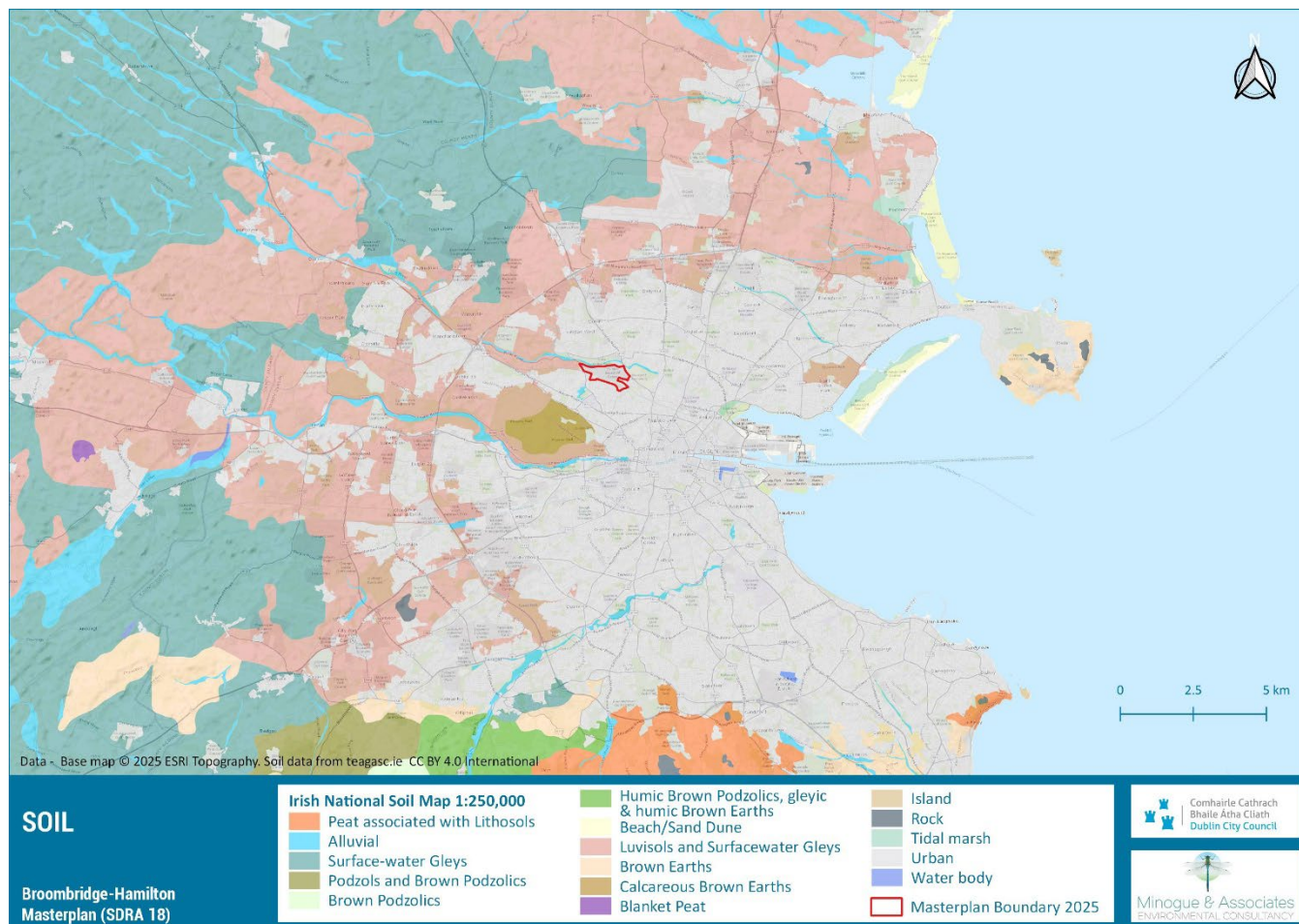


Figure 14: Soil Types



4.8 Material Assets

Dublin City's wastewater is currently treated at Ringsend Wastewater Treatment Plant (WwTP). Foul water generated by the operation phase of the project will eventually be discharged to the sea at Dublin Bay following treatment at the Ringsend WWTP. The results of the AER monitoring for this WWTP show that effluent from the WWTP does not negatively impact the Southwestern coastal waterbody. Given this result and the adequate capacity available at the WWTP to treat additional loads generated by the Project, all wastewater generated by the project will be adequately treated prior to discharge to Dublin Bay and as such it will not have the potential to adversely affect the water quality of the catchment and surrounding coastal waters.

The Masterplan lands are currently served by rail and Luas at Broombridge and will benefit from improved an additional service as part of the Luas Finglas extension to Charlestown and as part of DART+ West. Additional bus services as part of BusConnects provide additional connections on Finglas Road.

A key part of the masterplan proposals given the existing largely grid layout of the lands is to improve permeability and connectivity across the lands for non-vehicular transport.

One Integrated Pollution Control site (IPC) is present within the masterplan lands. See Figure 15 below.

Figure 15: Seveso Sites and IPC Sites in and around Plan Area



4.9 Landscape and townscape

The plan area is largely dominated by light industrial land use but has key features that contribute to local character, including the Royal Canal, proximity to the Tolka Valley and Glasnevin Cemetery and Botanic Gardens. The urban character comprises the largely 20th century industrial units and is fringed by 20th Century public housing as well as the older suburbs of Phibsborough and Glasnevin.

The lands are currently characterised by a street and block network that broadly resembles a ‘grid’. This street network was set out when the lands were developed as an industrial estate. While this grid was designed to largely cater for large ‘box’ or warehouse buildings and to cater for vehicular and delivery

traffic, it nevertheless provides a starting point for assessing permeability through the lands and connections between the lands and the surrounding environs. The lands are bound to the north by Tolka Valley Park. Ballyboggan Road provides a primary connection between Finglas Road to the east and Rathoath Road to the west. To the south the lands are bound by the Royal Canal and Bannow Road, with suburban residential developments situated further south and to the south-east.

Broombridge Road provides the main north-south connection between the industrial lands south towards Cabra, including connecting to the transport interchange. The relatively limited vehicular connections through the lands presents an opportunity to maximise pedestrian connectivity and to utilise filtered permeability as the lands are regenerated.

Public realm improvements and green spaces are proposed as part of the masterplan and the existing blue and green infrastructure is shown below in Figure 16.

The place-shaping strategy for the Masterplan area seeks to capitalise on the existing natural, cultural, heritage and land-use assets in the area in order to enhance and build character. This is achieved through the development of a number of distinct character areas that are described in the masterplan.

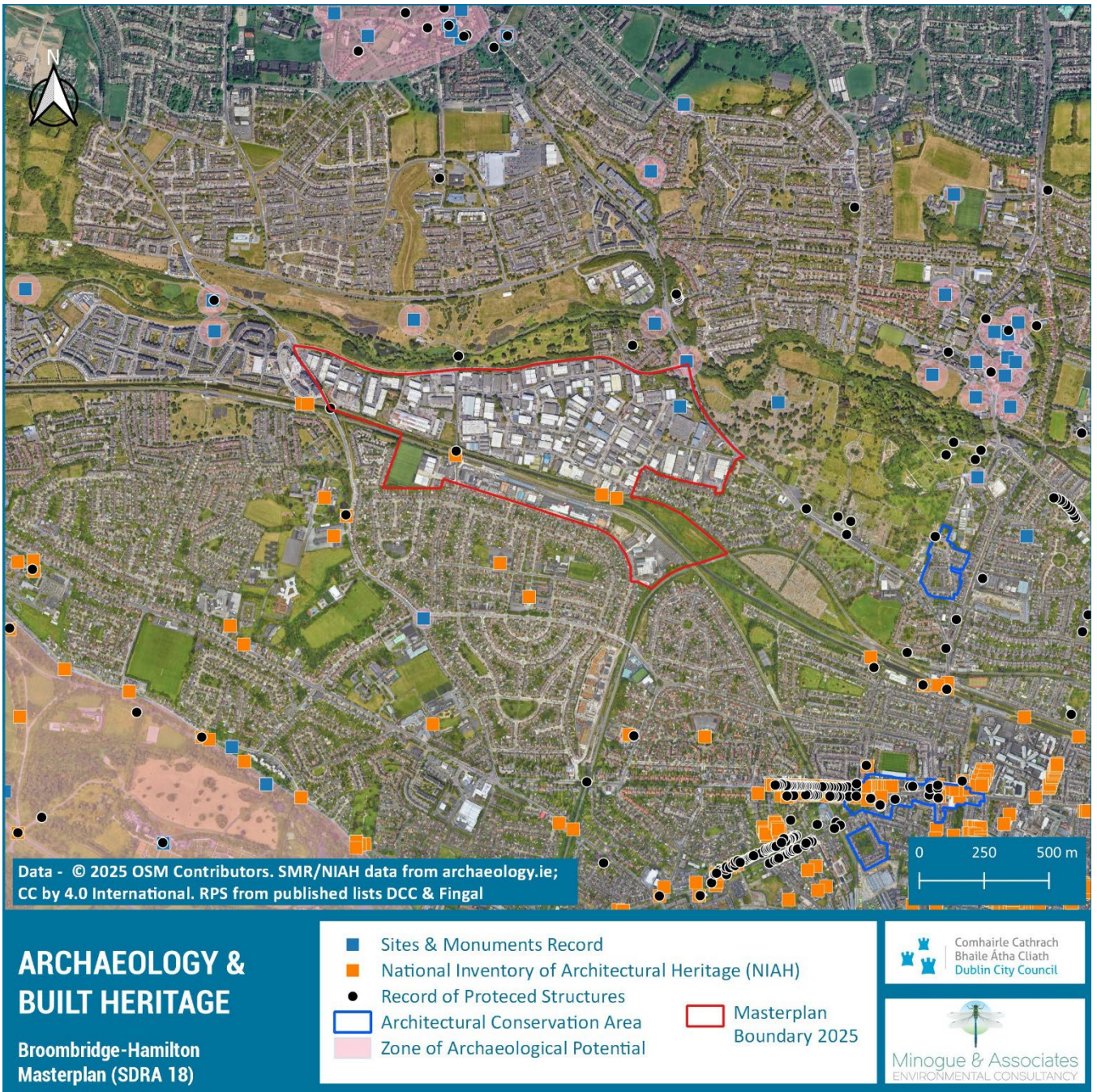
Figure 16: Green and Blue Infrastructure



4.10 Cultural Heritage

Protected structures in the plan area are associated with the canal and railway industrial heritage; the existing built and cultural heritage contributes to local character. Given the plan area land use is dominated by light industrial buildings there are few buildings of architectural merit reflected through the Record of Protected Structures, none within the plan area. See Figure 17 below.

Figure 17: Cultural Heritage



4.11 Ecosystem Services

The monitoring actions under the SEA ER of the Dublin CDP 2022 -2028 recommends ecosystem services assessment for land use plans in the plan area. As this is a non-statutory masterplan, ecosystem mapping has been undertaken based on the NPWS Ecosystem services mapping as an initial step towards this monitoring action.

“All local level land use plans to include an ecosystem services approach and green / blue infrastructure provisions and as a minimum, to have regard to the required targets in relation to the conservation of European sites, other nature conservation sites, ecological networks, and protected species”.

Figures 18 to 20 present soil in carbon, water retention and water filtration ecosystem services.

Figure 18: Soil in Carbon

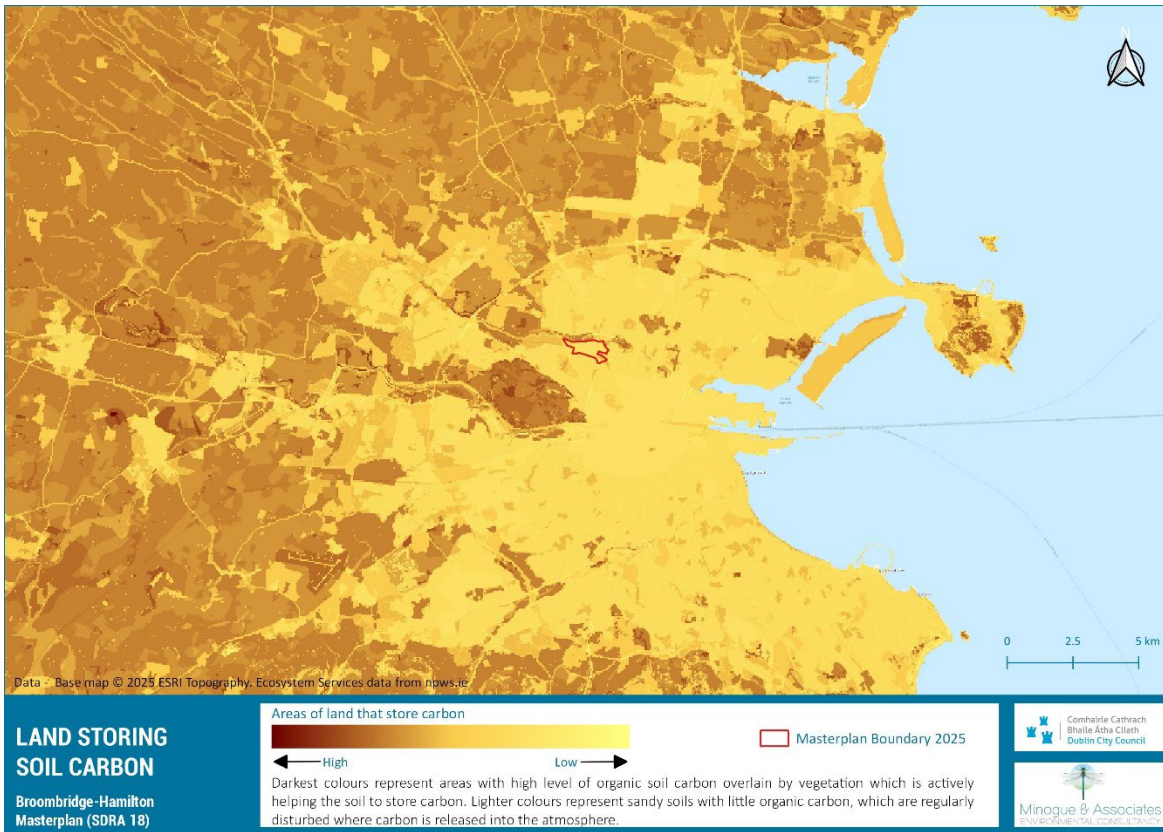


Figure 19: Water Retention

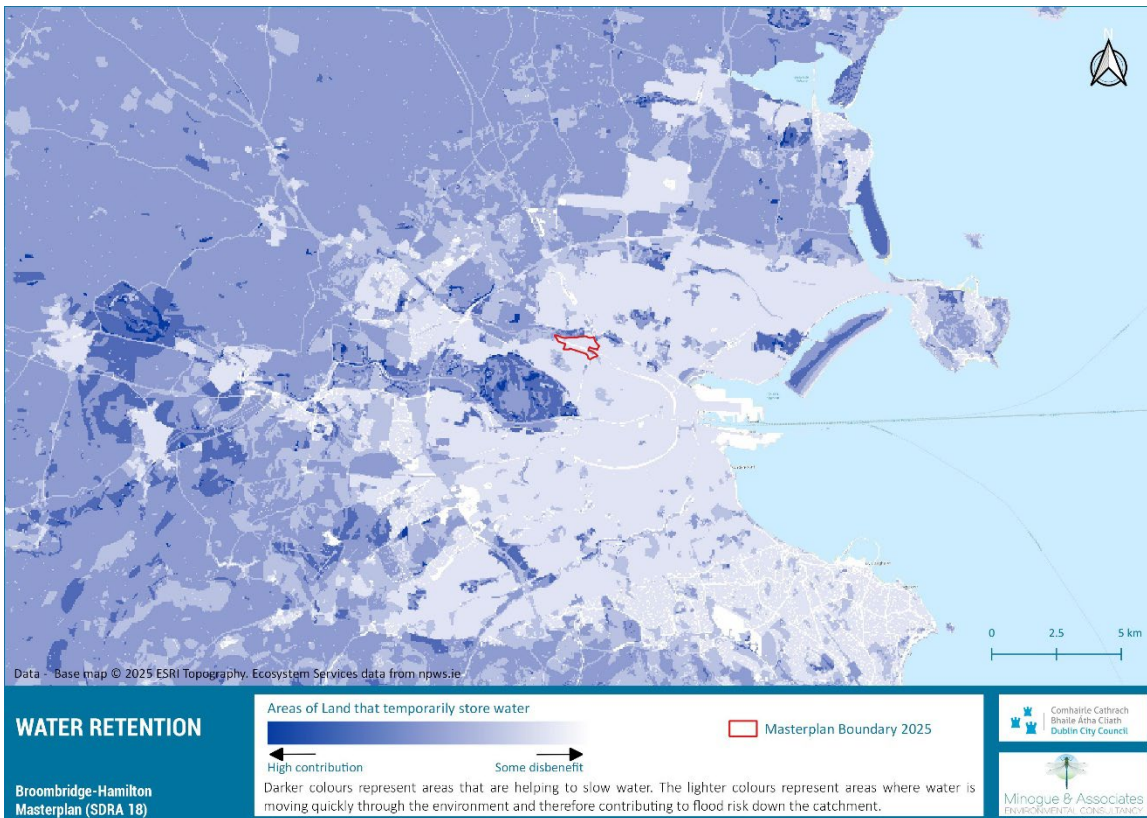
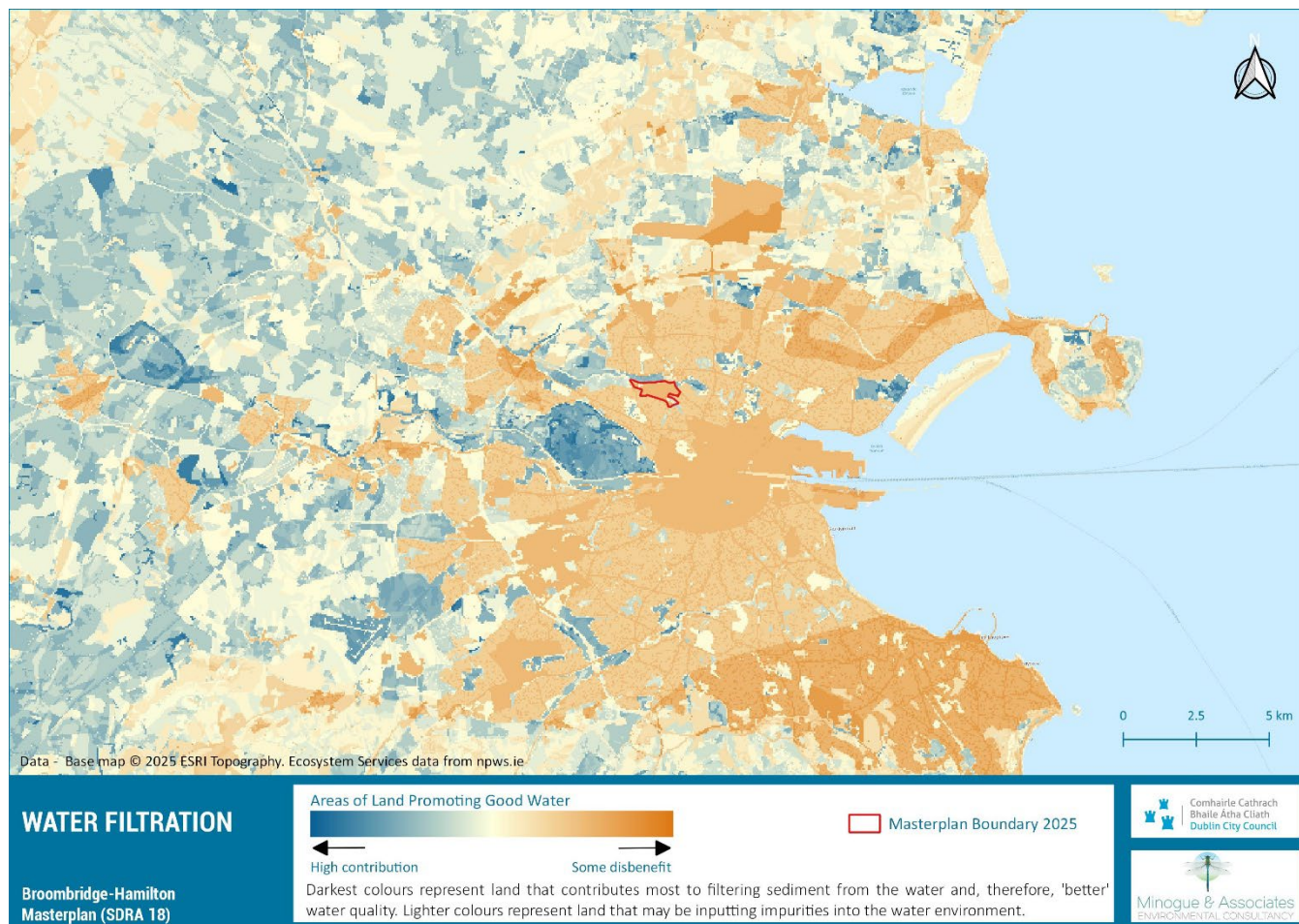


Figure 20: Water Filtration



4.12 Key Environmental Issues

The Pre-Draft Issues Paper of the Masterplan identified a number of consistent themes and issues, these are presented below alongside the relevant SEA topic, as appropriate. Where the SEA or SEA Scoping submissions have identified environmental issues, these are also presented below in Table 8.

Table 8: Key Environmental Issues per SEA Topic

SEA topic	Key environmental issues
Biodiversity, Flora and Fauna	<ul style="list-style-type: none"> • Protection of environment including Tolka River • Protection and enhancement of important ecological corridors including the Royal Canal pNHA. • Recognising and protection of the Royal Canal pNHA including canal, towpath and corridor and protecting the flora present there. • Avoiding and minimising disturbance to species including otters and bats using the canal corridor and potential linkages with the Tolka Valley Park and Dublin Bay for bird species. • The effects of climate change on ecological resources. • Minimising soil sealing and sustainable use of soil and water resources. • Disturbance effects from additional transport activities

	<ul style="list-style-type: none"> Managing and controlling alien invasive plant species
Population and Human health	<ul style="list-style-type: none"> Housing- social, mix of housing, density Services including childcare Business activities and viability Noise, overshadowing Placemaking and creation of sense of place
SEA topic	Key environmental issues
	<ul style="list-style-type: none"> Provision of social and community infrastructure and demographic mix Providing resilient urban space comprising blue and green infrastructure High quality placemaking Noise emissions and improving local air quality.
Water resources including flooding	<ul style="list-style-type: none"> Responding and adapting to increasing extreme weather effects and effects on water resources. Control/avoid introduction of alien and invasive species Reversing trends in water quality in the plan area, contributing to improving water quality. Seeking co benefits via Nature based solutions for surface water run off
Air Quality and Climate	<ul style="list-style-type: none"> Reducing transport related GHG emissions via modal shifts to alternative transport options Implementation of Dublin Climate Action Plan 2024 via measures at plan level Addressing impacts of climate change and ensuring where possible mitigation to climate change impacts are designed to provide co benefits via nature based solutions.
Soil and Geology	<ul style="list-style-type: none"> Reuse of brownfield sites Reuse of materials where possible via circular economy approaches to construction Consideration of historical land use and possible local soil contamination

Landscape and townscape	<p>Public realm and advice on canal frontage, hard and soft landscape</p> <ul style="list-style-type: none"> • Placemaking and creation of sense of place
Cultural Heritage	<ul style="list-style-type: none"> • Protection and enhancement of built heritage • Recognising relationship between natural and cultural heritage • Promotion of heritage features.
Material Assets	<ul style="list-style-type: none"> • Provision of a permeable pedestrian and cycling network within the plan area which links residential areas, village centre, schools, community facilities, green network and public transport facilities. • Environmental protection will be integral, with the avoidance of potential pollution at source and reduction of environmental risks to the receiving environment • Encouraging sustainable use of resources. • Energy efficiency across material assets and infrastructure

4.13 Evolution of the environment in the absence of the plan

SEA topic	Evolution of same
Biodiversity, Flora and Fauna	Flora and fauna, habitats and ecological connectivity would be protected under existing provisions at legal and policy level. The Dublin CDP 2022-2028 remains the primary statutory land use framework for the county, specific measures identified to support green and blue infrastructure plus modal shifts with localised improvements in noise and emissions may not be realised; as well as specific measures for longer term actions.
Population, Human health	As many of the actions are cross cutting for example improved permeability, public realm, community, residential and mixed use; the benefits that could accrue under this topic for potential improved environmental quality may not be realised. In combination, effects relating to human health and air quality, water quality and climate change would not be fully availed of.
Air Quality and Climate	In the absence of the plan, existing legal and policy commitments will apply however, there would be fewer opportunities at masterplan scale to support transport-based actions to address climate change and to embed climate change adaptation measures through the plan area.
Water Resources including flood risk	Statutory and legal provisions would remain through the Water Framework Directive and Dublin CDP 2022-2028. The implementation of the Rainwater Management Strategy as part of the plan would not be implemented which will also contribute to surface water management and improvements at plan scale.
Soil and Geology	Legislation relating to soil and geology related activities would apply.
Material Assets	Existing objectives that relate to this parameter would apply. The current legislation which provides for the protection and enhancement of the water resources and quality at the European, National, Regional and County level will protect and maintain existing water bodies in the Plan area. Many of the measures in the plan are identified with a view to supporting and facilitating behavioural and modal change in transport. This may not be advanced in such a holistic manner in the absence of the masterplan.
Landscape	Existing objectives that relate to this parameter would apply. The public realm actions identified in the plan may not be realised.
Cultural Heritage	Legislation and guidance from international and national level afford both the architectural and archaeological elements a high level of protection. As above for Landscape, the potential for wider benefits around place making and setting of existing cultural heritage features may not be fully realised.

4.14 Inter-relationships

The SEA Directive requires that the interrelationship between the SEA environmental topics must be considered. All SEA topics interact and influence to a degree. Table 9 presents the inter relationships across environmental topics at strategic scale.

Table 9: Inter relationships

BFF	•	•	•	•	•	•		•
PHH	•	•	•		•	•	•	•
W	•	•	•	•	•	•		•
G & S	•	•	•		•	•		•
AQ C	•	•	•		•	•	•	•
L & S	•	•	•		•	•		•
CH	•	•	•		•	•		•
MA	•	•	•	•	•	•	•	
	BFF	PHH	W	G&S	AQ C	L	CH	MA

5 Strategic Environmental Objectives

5.1 Introduction

The purpose of the SEA Objectives is to ensure that the assessment process is transparent and robust and that the proposed variation considers and addresses potential environmental effects.

The purpose of the Strategic Environmental Objectives (SEO) is to ensure that the assessment process is transparent and robust and that the proposed variation considers and addresses potential environmental effects. These SEOs, set for each of the environmental topics are sourced/adapted from the SEA of the Dublin City Development Plan 2022 - 2028 and the Dublin City Climate Action Plan 2024 -2029.

These objectives are used in Chapter 7 to assess and evaluate the Masterplan in an evaluation matrix.

Table 10: Strategic Environmental Objectives

Strategic Environmental Objectives (SEOs) from the Dublin City Development Plan 2022-2028	
Biodiversity (Flora & Fauna) (B)	(B_1) Preserve, protect, maintain and where appropriate, restore the terrestrial, aquatic and soil biodiversity, of international, EU and nationally designated sites, protected species and habitats.
	(B_2) Ensure no adverse effects on the integrity of any European site, regarding its qualifying interests, associated conservation status, structure and function.
	(B_3) Maintain and where appropriate, enhance the biodiversity value of local designated and non-designated ecological and heritage areas, which function as stepping stones for migration, dispersal and genetic exchange of wild species.
	(B_4) Enhance biodiversity in line with the National Biodiversity Strategy and its targets.
Population & Human Health (PHH)	(PHH_1) Promote economic growth to encourage retention of working age population and funding of sustainable development and environmental protection.
	(PHH_2) Provide high quality residential, community, working and recreational environments with access to sustainable transport options.
	(PHH_3) Ensure that existing population and planned growth is linked with the required infrastructure and the services
	(PHH_4) Protect human health and well-being from environment-related pressures.
Soils & Geology (SG)	(SG_1) Safeguard sensitive soil, resources and geological heritage sites against pollution and degradation.
	(SG_2) Promote the sustainable use of infill and brownfield sites over the use of greenfield within the city.
	(SG_3) Safeguard designated geological sites

Water Quality (W)	(W_1) Protect and where necessary improve and maintain water quality and the management of watercourses and groundwater and coastal waters in compliance with the requirements of the Water Framework Directive and Marine Strategy Framework Directive objectives and measures.
	(W_2) Avoid inappropriate development in areas at risk of flooding and areas that are vulnerable to current and future erosion.
	(W_3) Integrate sustainable water management solutions (such as SuDS, porous surfacing and green roofs) into development proposals.
Strategic Environmental Objectives (SEOs) from the Dublin City Development Plan 2022-2028	
Air Quality & Noise (AN)	(AN_1) To avoid, prevent or reduce harmful effects on human health and the environment as a whole resulting from emissions to air from all sectors with particular reference to emissions from transport, residential heating and industry.
	(AN_2) Minimise travel related emissions and encourage a modal change from car to more sustainable forms of transport.
	(AN_3) Aim to meet Air Quality Directive standards for the protection of human health - Air Quality Directive.
	(AN_4) Significantly decrease noise emissions associated with traffic and transport and other noise related industry etc.
Climate Change (CC)	(CC_1) Minimise contribution to Climate Change by adopting mitigation and adaptation measures.
	(CC_2) Integrate sustainable design solutions into the city's infrastructure (e.g. energy efficient buildings; green infrastructure).
	(CC_3) Contribute towards the reduction of greenhouse gas emissions in line with national targets.
	(CC_4) Encourage and promote development resilient to the effects of climate change.
	(CC_5) Promote the use of renewable energy, energy efficient development and increased use of public transport.
Cultural Heritage (CH)	(CH_1) Protect places, features, buildings and landscapes of cultural, archaeological and / or architectural heritage from impact as a result of development
Landscape & Visual (LV)	(LV_1) Protect and maintain the special qualities of the landscape character of Dublin City, especially with regard to areas of high amenity - River Liffey, Royal Canal, Grand Canal and coastline.

Material Assets (MA)	(MA_1) Make best use of existing infrastructure, promote the sustainable development of new infrastructure to match population distribution and protect existing assets, to meet the needs of Dublin City's population.
	(MA_2) Promote the circular economy, reduce waste, and increase energy efficiencies
	(MA_3) Ensure there is adequate sewerage and drainage infrastructure in place to support new development.
	(MA_4) A reduction in energy demand from the transport sector and support moves to electrification of road and rail transport modes.

6 Consideration of alternatives

6.1 Introduction

The development and assessment of alternatives is a legal requirement under the SEA Directive and Regulations. Article 5(1) of the SEA Directive and 13E(1) of the Planning Development (Strategic Environmental Assessment) Regulations 2004 (as amended 2011) requires that alternatives are considered as follows within the Environmental Report:

- Reasonable alternatives taking into account the objectives and the geographical scope of the plan or programme;
- The alternatives are identified, described and evaluated;
- An outline of the reasons for selecting the alternatives dealt with;
- A description of how the assessment was undertaken including any difficulties (such as technical deficiencies or lack of know-how encountered in compiling the required information).

The SEA Statement, which is required at the end of the plan-making and SEA process, must include and summarise “the reasons for choosing the plan as adopted, in the light of other reasonable alternatives dealt with” (13(c) of the SEA Regulations).

In the preparation, consideration and assessment of alternatives regard has been had throughout the process, to the draft “Developing and Assessing Alternatives in Strategic Environmental Assessment” – Good Practice Guidance February 2014.

6.1.1 Preferred Alternative identified for the Dublin CDP 2022-2028

Following the evaluation and assessment, the preferred strategic alternative for the approach to the Dublin City Development Plan was Alternative 1: Growth focused on Identified Growth Centres. This is based on the following:

- Consistent with the requirements of the NPF and RSES;
- Supports the existing urban centre;
- Maintains and enhances all existing development, within a connected city context;
- Prioritises growth in strategic well-serviced areas capable of delivering appropriate and sustainable development; and
- Promotes smarter travel policies, reduction in commuting, with increased walking and cycling.

Therefore, given the above preferred alternative for the Dublin CDP 2022 -2028 of which the Masterplan/Proposed Variation must reflect, two reasonable alternatives scenarios have been assessed:

Alternative 1: Do-nothing – advance the objective in the review of the Dublin CDP 2022 -2028 (commencing 2026)

Alternative 2: prepare Masterplan that guides urban form, surface water management and green infrastructure.

The assessment of the alternatives scenarios is undertaken against the Strategic Environmental Objectives (SEOs) set out in Section 5 of this report and presented in Table 11.

Table 11: Evaluation of Alternatives

+	-	-	Reflects a potential negative effect
0	+/-	-	Reflects that positive and negative effects are likely or that in the absence of further detail the effects is unclear
+	-	-	Reflects a potential positive effect

Strategic Environmental Objectives (SEOs) from the Dublin City Development Plan 2022-2028		Alternative 1	Alternative 2
Biodiversity (Flora & Fauna) (B)	(B_1) Preserve, protect, maintain and where appropriate, restore the terrestrial, aquatic and soil biodiversity, of international, EU and nationally designated sites, protected species and habitats.	+/-	+/-
	(B_2) Ensure no adverse effects on the integrity of any European site, regarding its qualifying interests, associated conservation status, structure and function.	+/-	+/-
	(B_3) Maintain and where appropriate, enhance the biodiversity value of local designated and non-designated ecological and heritage areas, which function as stepping stones for migration, dispersal and genetic exchange of wild species.	+/-	+/-
	(B_4) Enhance biodiversity in line with the National	+/-	+/-

Strategic Environmental Objectives (SEOs) from the Dublin City Development Plan 2022-2028		Alternative 1	Alternative 2
	Biodiversity Strategy and its targets.		
	(PHH_1) Promote economic growth to encourage retention of working age population and funding of sustainable development and environmental protection.	+/-	+
Population & Human Health (PHH)	(PHH_2) Provide high quality residential, community, working and recreational environments with access to sustainable transport options.	+/-	+
	(PHH_3) Ensure that existing population and planned growth is linked with the required infrastructure and the services	+/-	+
	(PHH_4) Protect human health and well-being from environment-related pressures.	+/-	+
Soils & Geology (SG)	(SG_1) Safeguard sensitive soil, resources and geological heritage sites against pollution and degradation.	0	+/-
	(SG_2) Promote the sustainable use of infill and brownfield sites over the use of greenfield within the city.	-	+
	(SG_3) Safeguard designated geological sites	0	0
Water Quality (W)	(W_1) Protect and where necessary improve and maintain water quality and the management of watercourses and groundwater and coastal waters in compliance with the requirements of the Water Framework Directive and Marine Strategy Framework Directive objectives and measures.	0	+

Strategic Environmental Objectives (SEOs) from the Dublin City Development Plan 2022-2028		Alternative 1	Alternative 2
	(W_2) Avoid inappropriate development in areas at risk of flooding and areas that are vulnerable to current and future erosion.	0	+
	(W_3) Integrate sustainable water management solutions (such as SuDS, porous surfacing and green roofs) into development proposals.	0/-	+
Air Quality & Noise (AN)	(AN_1) To avoid, prevent or reduce harmful effects on human health and the environment as a whole resulting from emissions to air from all sectors with particular reference to emissions from transport, residential heating and industry.	0-	+
	(AN_2) Minimise travel related emissions and encourage a modal change from car to more sustainable forms of transport.	-	+
	(AN_3) Aim to meet Air Quality Directive standards for the protection of human health - Air Quality Directive.	-	+
	(AN_4) Significantly decrease noise emissions associated with traffic and transport and other noise related industry etc.	-	+
	(CC_1) Minimise contribution to Climate Change by adopting mitigation and adaptation measures.	0	+

Strategic Environmental Objectives (SEOs) from the Dublin City Development Plan 2022-2028		Alternative 1	Alternative 2
Climate Change (CC)	(CC_2) Integrate sustainable design solutions into the city's infrastructure (e.g. energy efficient buildings; green infrastructure).	0	+
	(CC_3) Contribute towards the reduction of greenhouse gas emissions in line with national targets.	0	+
	(CC_4) Encourage and promote development resilient to the effects of climate change.	0	+
	(CC_5) Promote the use of renewable energy, energy efficient development and increased use of public transport.	0	+
Cultural Heritage (CH)	(CH_1) Protect places, features, buildings and landscapes of cultural, archaeological and / or architectural heritage from impact as a result of development	+/-	+/-
Landscape & Visual (LV)	(LV_1) Protect and maintain the special qualities of the landscape character of Dublin City, especially with regard to areas of high amenity - River Liffey, Royal Canal, Grand Canal and coastline.	+/-	+/-
	(MA_1) Make best use of existing infrastructure, promote the sustainable development of new infrastructure to	0	+
Material Assets (MA)	match population distribution and protect existing assets, to meet the needs of Dublin City's population.		
	(MA_2) Promote the circular economy, reduce waste, and	0	+

Strategic Environmental Objectives (SEOs) from the Dublin City Development Plan 2022-2028		Alternative 1	Alternative 2
	increase energy efficiencies		
	(MA_3) Ensure there is adequate sewerage and drainage infrastructure in place to support new development.	+/-	+/-
	(MA_4) A reduction in energy demand from the transport sector and support moves to electrification of road and rail transport modes.	+/-	+
CAP1	Ensure, where appropriate, that lower-level plans and projects contribute to overall environmental monitoring processes within the City. ¹	0	+

6.2 Preferred Alternative

Based on the above evaluation against the SEOs, Alternative 2 performs better due to the following:

- It facilitates the integration of strategic flood risk assessment and rainwater management strategy to the overall plan area
- It supports strategic approach to urban form and connections to the surrounding area via public and pedestrian, cycling means
- It affords an opportunity to embed climate adaptation into the plan area.

¹ From SEA ER of the Dublin CAP 2024 -2029

7 Assessment of significant environmental effects

7.1 Introduction

The purpose of this section of the Environmental Report is to predict and evaluate as far as possible the environmental effects of implementing the proposed variation. Having established the environmental baseline and the key environmental sensitivities for the plan area in Chapter 4, and the Strategic Environmental Objectives in Chapter 5, an assessment for any potential environmental effects from implementing the proposed variation can be undertaken.

Pursuant to Section 13 of the Planning and Development Act 2000, as amended, Dublin City Council (DCC) proposes a variation to the Dublin City Development Plan 2022-2028 (the Development Plan) to incorporate the recently endorsed Broombridge-Hamilton Masterplan 2025 as a new Strategic Development and Regeneration Area (SDRA) in the Development Plan, in respect of lands located at Glasnevin, Dublin 7 and Dublin 11, that include Dublin Industrial Estate and environs.

In order to implement the endorsed Masterplan, the proposed variation includes:

- Changing the land use zoning of 45.5 hectares of Z6 (Employment/Enterprise) lands at Glasnevin to include Dublin Industrial Estate, to Z14 (Strategic Development and Regeneration Area);
- Designating the endorsed Broombridge-Hamilton Masterplan as a new Strategic Development and Regeneration Area (SDRA 18) with associated amendments to Chapter 13: Strategic Development and Regeneration Areas (SDRAs) and incorporating the endorsed Broombridge Hamilton Masterplan 2025 into Volume 2 of the Dublin City Development Plan 2022-2028 as a new appendix 21;
- Amending Table 2-8: Core Strategy and Settlement Hierarchy in Chapter 2: Core Strategy of Volume 1 of the Dublin City Development Plan 2022-2028 to include new SDRA 18.

Figure 21: Proposed re-zoning

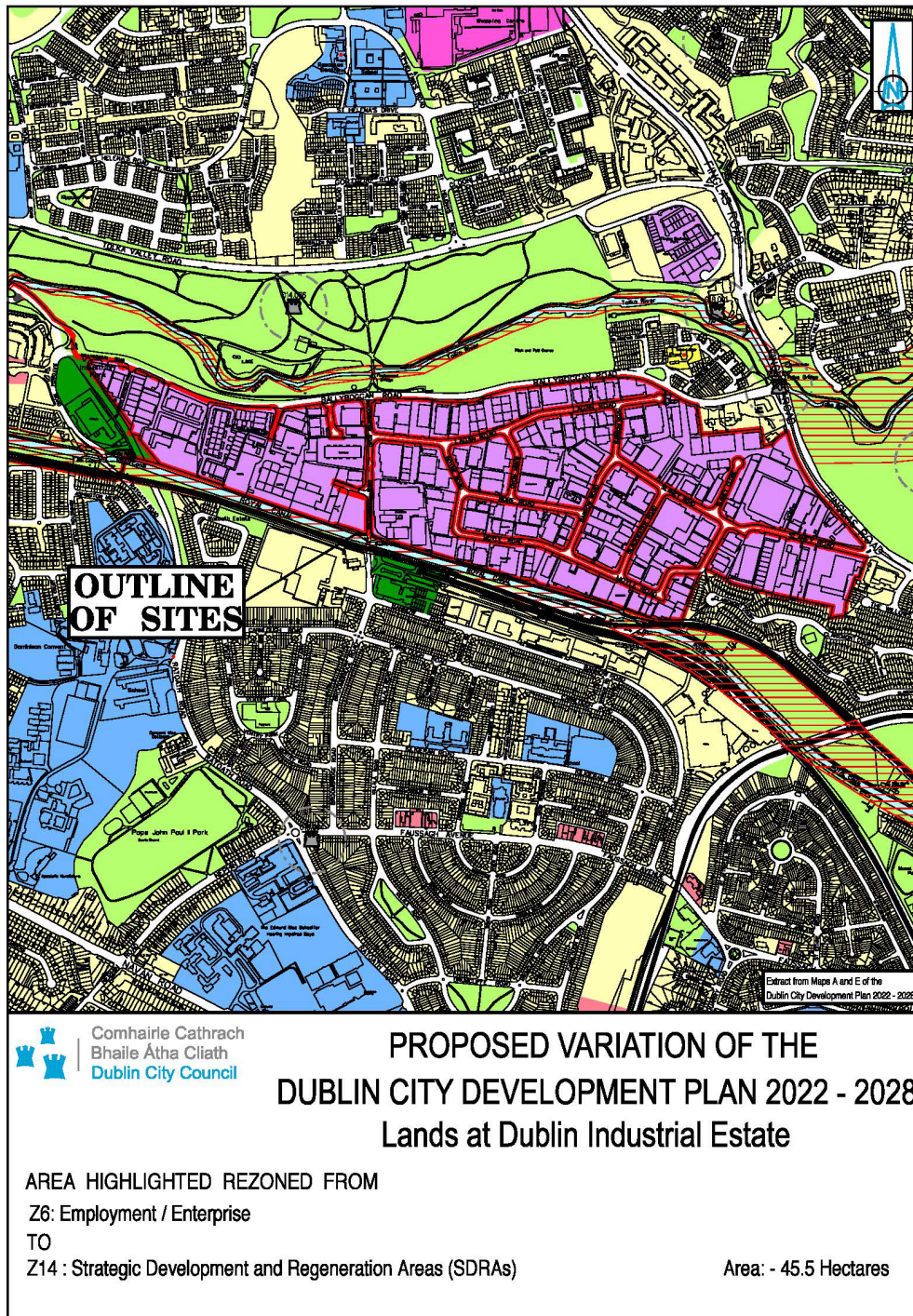


Figure 22: Proposed SDRA 18 area



7.1.1 Background

In April 2025 DCC prepared a non-statutory draft Masterplan for lands located at Glasnevin that include 45.5 hectares of lands zoned Z6 (Employment/Enterprise) at Dublin Industrial Estate and environs (formerly known as Baile Bogáin (Ballyboggan)) pursuant to Objective CS01 of the Development Plan.

While Objective CS01 envisaged a statutory local plan, during the background and pre-draft stages of this process, the Government published a new Planning and Development Bill which proposed the phasing out of Local Area Plans (LAPs) and their replacement with a new suite of local plans. While the Planning and Development Act 2024 was enacted in October 2024, the commencement of this act will be phased and therefore a masterplan approach is considered the most expedient way to bring lands forward for redevelopment and to comply with Objective CS01.

This non-statutory Masterplan was prepared to facilitate the compact and sustainable mixed-use regeneration and redevelopment of the area, supported by high-quality public transport in accordance with the Core Strategy of the Development Plan. In order to support and capitalise on significant state investment in public transportation and active travel, to include DART+ West, Luas Finglas, BusConnects and the Royal Canal Greenway, in addition to facilitating the enhancement of connections and public realm in the area, the boundary of the Masterplan extends beyond the industrial lands to an area of 77 hectares.

Non-statutory public consultation took place from 14th April 2025 to 12th May 2025 (both dates inclusive). A total of 144 submissions were received by DCC during the consultation period. Each submission was carefully reviewed by DCC and the issues raised therein categorised and considered. A report of the Assistant Chief Executive (the ACE Report) summarised the issues raised in the submissions and presented the Chief Executive's response and recommendation. This report was submitted to the Central Area Committee and endorsed by the Elected Members on 8th July 2025, with all changes accepted.

In order to implement the endorsed Masterplan, a variation of the Development Plan is required. The 45.5 hectares of lands at Dublin Industrial Estate and environs are currently zoned Z6 (Employment/Enterprise). Residential development is not permitted in areas subject to land use zoning Z6. In order to implement the Masterplan, it is proposed to re-zone this land to Z14 (Strategic Development and Regeneration Area), to facilitate mixed use regeneration, to include residential development. In order to provide statutory status to the endorsed Masterplan, a new SDRA designation is proposed. This will ensure that DCC can enforce the objectives and measures contained in the Masterplan, to include the provision of essential community facilities and amenities, as endorsed by the Elected Members of the Central Area Committee. Subject to the approval of the Elected Members, the Masterplan will become statutory, as a new SDRA in the current Dublin City Development Plan 2022-2028.

The potential for land use effects arising relate to two elements of the plan and these will be subject to their own environmental assessment (SEA, AA and EIA) processes as relevant. Section 7.1.2 summarises the likely significant environmental effects of the plan. The effects are categorised as significant positive effects, significant adverse effects if unmitigated and residual adverse non-significant effects after mitigation. Environmental impacts which occur will be determined by the nature and extent of multiple or individual projects and site-specific environmental factors.

7.1.2 Approach to the assessment

Two elements of assessment have been undertaken which include:

1. An assessment of proposed Variation No. 9
2. An assessment of cumulative and in-combination effects (Section 7.2).

The assessment process has been undertaken using matrix assessments which reflect ratings in relation to potential significant effects on the environment as a result of implementation. The matrix assessment ratings used are as follows:

- Profound: An impact which obliterates sensitive characteristics.
- Moderate: An impact that alters the character of the environment in a manner that is consistent with existing and emerging trends.
- Slight: An impact which causes noticeable changes in the character of the environment without affecting its sensitivities.
- Imperceptible: An impact capable of measurement but without noticeable consequences.

Thirdly the potential duration of identifiable impacts is discussed. The following terms are used:

- Short: Impact lasting one to seven years.
- Medium: Impact lasting seven to fifteen years.
- Long term: Impact lasting fifteen to sixty years.
- Permanent: Impact lasting over sixty years.
- Temporary Impact lasting for one years or less

7.2 SEA evaluation of proposed Variation No. 9

The Dublin City Development Plan 2022-2028 has designated 17 Strategic Development and Regeneration Areas (SDRAs). SDRAs are a key element in the delivery of the core strategy and as such in achieving compact and sustainable growth. These areas are capable of facilitating mixed use regeneration and supporting new homes, supporting community and social infrastructure and employment for the City. Each SDRA contains guiding principles, to include in some instances specific principles for key opportunity sites. These are accompanied by either a Masterplan or Urban Framework Plan, which sets out the spatial principles relevant to each SDRA. These are intended to provide an overall strategy for areas to inform the built form, key routes, open spaces and land use. Some flexibility is permitted as part of detailed proposals if it can be demonstrated by the applicant that the overall intent of the guiding principles, including the urban framework maps has been incorporated.

The SDRA Masterplan for Broombridge-Hamilton provides an enhanced level of detail to support the development of a new community. This area is identified in the Core Strategy of the current Development Plan and falls under the RSES strategic development areas called 'Industrial Lands' where the potential is given as 're-intensification of older industrial lands subject to feasibility'. The scale and extent of the area is significant, with great potential to provide high quality new housing and commercial development within the city and to progress the NPF targets for housing delivery on brownfield lands within urban areas. Significant challenges in delivering such lands include the provision of physical and social infrastructure, fragmented land ownership and the challenges of implementation. In many cases, the majority of lands are in private ownership and as such, a plan-led and urban design centred approach is imperative to achieving positive and sustainable outcomes in individual development proposals.

Variation No. 9 is supported by Objective CSO1 and in the Core Strategy of the current Dublin City Development Plan. Table 2-8: Core Strategy and Settlement Hierarchy in Chapter 2: Core Strategy of the Development Plan identifies lands at Glasnevin as lands that are not yet zoned for residential purposes but that it is anticipated that they will, through the variation process, come forward for first phase of development during the lifetime of the plan. Table 2-10: Total Capacity of City Lands estimates the capacity of the phase 1 lands at Glasnevin and Naas Road to be 6,000. SDRA lands will take long periods of time to be fully delivered, with many running across two development plan cycles to reach completion. Therefore, the anticipated capacity of proposed SDRA 18 is consistent with the Development Plan.

For these reasons, the proposed variation is consistent with national, regional and local planning policy and has been considered in the context of the current Dublin City Development Plan, which was subject to Strategic Environmental Assessment, Appropriate Assessment and Strategic Flood Risk Assessment and is therefore in accordance with the proper planning and sustainable development of the area.

Figure 23: Proposed Variation No. 9 Key Statistics

SDRA 18 Area	77 hectares (gross)
Additional housing units to Core Strategy	8,500 anticipated
Net residential density range	200-250 uph as per Development Plan and National Guidelines
Use mix	75% residential / 25% enterprise and community anticipated
Proposed Zoning	45.5 hectares of Z6 Employment/Enterprise lands to Z14 Strategic Development and Regeneration Area (SDRA)
Heights	<ul style="list-style-type: none"> • Graduated heights as per Development Plan and National Guidelines. • General height encouraged across lands between 4-6 storeys • Ranges between ‘up to 4’ and ‘up to 8’ • Opportunity for ‘up to 9’ and extra floor/amplified height/ corner features such as at larger park and plaza

7.2.1 SEA Evaluation of proposed SDRA 18 objectives

+	Reflects a potential positive effect	-	Reflects a potential negative effect
0	Reflects a neutral or uncertain effect	+/-	Reflects that positive and negative effects are likely or that in the absence of further detail the effects is unclear

Chapter and objectives	BFF	PHH	W	SG	AQ C	L	CH	MA	
CHAPTER 1: INTRODUCTION & VISION No objectives									
CHAPTER 2: CLIMATE ACTION & SUSTAINABILITY									
No objectives									
CHAPTER 3: URBAN STRUCTURE									
Specific Design Objective 1- Water Sensitive Urban Design / Nature-Based solutions for the management of Surface/Rain Water:	Water sensitive urban design solutions for the management of surface and rain water using nature-based solutions shall be incorporated into the street and public realm network. Major SuDS features shall be located along Ballyboggan Road to the west, at Broombridge Road, along the proposed Luas Finglas alignment and along Finglas Road.	+	+	+	+	+	0	0	+

Chapter and objectives		BFF	PHH	W	SG	AQ C	L	CH	MA
	proposed Luas Finglas alignment and along Finglas Road.								
Specific Design Objective 2- Royal Canal Linear Park:	The delivery of the Royal Canal Linear Park is identified as a strategic flagship project in this Masterplan. Delivery will require a coordinated approach between the local authority, landowners and other stakeholders. Dublin City Council will actively explore options for the implementation and delivery of the linear park.	+/-	+	+/-	+/-	0	+	+	+
Specific Design Objective 3- Community Grade 1 Parks:	Two community grade 1 parks (Dublin City Parks Strategy), that provide for passive recreation and active play will be delivered. Dublin City Council will actively explore options for the implementation and delivery of these parks.	+/-	+	+/-	+/-	0	+	+	+

Chapter and objectives		BFF	PHH	W	SG	AQ C	L	CH	MA
Specific Design Objective 4- Parcel-Based Open Spaces:	The identified passive and linear open spaces within individual development parcels is fixed to ensure that sufficient usable, multi-function and connected amenity space is provided to serve neighbourhoods. Deviations may be considered as part of considered design proposals as long as the overall design objectives can be demonstrated as part of a parcel-based masterplan prepared by applicants to accompany development proposals.	+/-	+	+/-	+/-	0	+	+	+
Specific Design Objective 5- Local Traffic Management and Permeability:	To investigate the feasibility of enabling a secondary vehicular access road, between Ballyboggan Road and Lagan Road to support local traffic management within the plan area, post Luas Finglas construction and operation.	+/-	+	+/-	+/-	0	+	+	+
Specific Design Objective 6- Local Traffic Management and Permeability:	To monitor existing major traffic junctions and to carry out mobility improvements where necessary, in tandem with plan implementation and in addition to BusConnects proposals, in order to cater for increased pedestrian and cyclist movements.	+/-	+	+/-	+/-	+	+	+	+

Chapter and objectives		BFF	PHH	W	SG	AQC	L	CH	MA
Specific Design Objective 7 – Car Parking Strategy:	The car parking standards set out in the Development Plan will be applied in this Masterplan. Car parking maxima of up to 1 space per residential unit (where justified) may be considered in order to support family friendly living policies in the city.	+/-	+	+/-	+/-	+	+	+	+
<p>SEA Comment</p> <p>Landuse planning impacts on the everyday lives of people and can either hinder or help promote healthy sustainable environments and communities. For example, the provision of safe walking routes, cycle-ways, parks, playgrounds, safe routes to school, public transport facilities, etc. result in direct and indirect health benefits and allow for healthier transportation choices to be made by communities above private motor car. The design objectives included in Chapter 3 included Royal Canal Linear Park and opens space and park design objectives create positive direct long term effects on this parameter due to promotion and design of accessible public realm and space with resulting positive impacts across PHH SEOs in particular. The provision of the Royal Canal Linear Park subject to design being informed by ecological impact assessment as required under G14 Ecological/Wildlife Corridors plus other existing Dublin CDP 2022-2028 policies including</p> <ul style="list-style-type: none"> • G12 Connectivity • I3 Multi-functionality (GI) • G14 Accessibility • G15 Greening of Public Realm / Streets • G16 New Development / New Growth Areas • G19 European Union Natura 2000 Sites 									

Chapter and objectives	BFF	PHH	W	SG	AQC	L	CH	MA
<ul style="list-style-type: none"> • GI10 Flora and Fauna Protected under National and European Legislation Located Outside Designated Areas • GI11 Proposed Natural Heritage Areas • GI13 Areas of Ecological Importance for Protected Species • GI14 Ecological / Wildlife Corridors • CA26 Flood and Water Resource Resilience • CA28 Natural Flood Risk Mitigation <p>Design Objective 1 provides for waster sensitive urban development and this is consistent with W, MA SEOS with indirect and synergistic positive impacts with BFF, SG SEOS in particular.</p> <p>Key transport project eg Luas Finglas are subject to project level assessment through EIAR and Natura Impact Statements and car parking standards have been included and already assessed in the Dublin CDP 2022-2028</p>								
CHAPTER 4: URBAN FORM & DESIGN								

Chapter and objectives		BFF	PHH	W	SG	AQ C	L	CH	MA
Specific Design Objective 8- Parcel level Masterplans:	<p>In order to ensure that a coordinated approach is taken to the delivery of public open space, surface water drainage, community and social infrastructure, the first application(s) within individual development parcels will be required to produce a detailed parcel-based masterplan to accompany planning applications+. Where possible, it is the preference of the planning authority that such masterplans should be prepared and agreed with the approval of all landowners, businesses owners and community/cultural operators within parcels. However, it is accepted that this is not always possible and can present challenges. Therefore, the planning authority may accept a parcel-based masterplan as part of a planning application, if it is satisfied that: an acceptable level of consultation, or reasonable efforts to engage, with relevant landowners, businesses owners and community/cultural operators has taken place; that an appropriate and reasoned spatial response is set out; and that the masterplan complies with this Masterplan.</p> <p>Where the provision of streets, public open spaces or SuDS extends across</p>	+/-	+	+/-	+/-	+	+	+	+

Chapter and objectives	BFF	PHH	W	SG	AQC	L	CH	MA
<p>landownership boundaries within parcels, applicants will be required to demonstrate the coordinated delivery of this essential infrastructure as part of proposals.</p> <p>Dublin City Council may consider selective land acquisition where it is considered that key regeneration proposals are being unreasonably delayed due a lack of appropriate coordination or agreement between key stakeholders.</p> <p>+See Figure 6.1</p>								

Chapter and objectives	BFF	PHH	W	SG	AQC	L	CH	MA
<p>Specific Design Objective 9- Proposed local streets (filtered permeability):</p> <p>The Masterplan introduces a number of local streets through development parcels which serves to enhance permeability and functions to create a number of smaller plots and urban blocks. This approach supports the achievement of a finer urban grain and a diversity in land use and built form. The precise location of these streets is flexible in accordance with the definition set out in Chapter 1, as long as the overall design objectives can be achieved.</p> <p>New local streets shall:</p> <ul style="list-style-type: none"> • Be delivered as part of planning applications. This may require a coordinated approach between individual landowners. • Be designed in accordance with the Design Manual for Urban Roads and Streets (DMURS). • While local streets will be filtered, public access should be maintained. As such, any measure to restrict or limit public access along such streets will not be acceptable. • Built form shall not 'build over' 	+/-	+	+/-	+/-	+	+	0	+

Chapter and objectives	BFF	PHH	W	SG	AQC	L	CH	MA
<p>streets and streets shall remain open.</p> <ul style="list-style-type: none"> • Be designed to a taken-in-charge standard. 								

Chapter and objectives		BFF	PHH	W	SG	AQC	L	CH	MA
Specific Design Objective 10- Open Space:	<p>The urban perimeter block and court typology supports the clear delineation between public, semi-private and private open space. While the Masterplan identifies locations for public open space, it is anticipated that other blocks will provide public, semi-private and private open spaces, as required under the provisions of the Development Plan. However, in lieu of providing minimal public open space within all urban blocks that do not identify strategic open space as illustrated in the Masterplan, the planning authority may accept an additional development contribution in lieu of provision.</p> <p>Detailed design proposals will also be required to provide landscaped communal open space within the blocks, providing an important amenity for residents. This typology also provides a safe area for providing children’s play areas within individual developments.</p>	+/-	+	+/-	+/-	+	+	0	+

Chapter and objectives		BFF	PHH	W	SG	AQC	L	CH	MA
Specific Design Objective 11- Design:	Proposed buildings will be designed to the highest architectural quality and respond to the identified character areas and urban function. Variety in architectural style is strongly encouraged. The urban structure set out provides opportunities for variety within individual development parcels. This should be maximised to create variety and to create unique character and identity, recognising the area's industrial heritage as well as its long association with the railway and canal. Such elements present an opportunity to anchor new development in local history, promote the creation of place and help maintain the continuation of established identity.	+/-	+	+/-	+/-	+	+	+	+
<p>SEA comment: This principle generates positive direct effects on a number of SEOS including direct effects on population and human health and landscape. Indirect positive effects are identified for climate change (through integration of placemaking and reducing private transport); air quality and green infrastructure (through its integration to the overall scheme). Design Objective 11 seeks to respond to the industrial heritage and contribute to placemaking with positive interactions with CH, L and PHHs in particular.</p> <p>Other impacts are likely to be mitigated through project level assessment and application of relevant policies of the Dublin CDP 2022-2028</p>									

Chapter and objectives		BFF	PHH	W	SG	AQC	L	CH	MA
including:									
BHA12 Industrial, Military and Maritime, Canal-side and Rural Heritage									
BHA15 Twentieth Century Buildings and Structures									
CA29 Climate Action and Green Infrastructure									
GI24 Multi-Functionality (GI)									
GI28 New Residential Development									
CHAPTER 5: LAND USE & FUNCTION									
Specific Design Objective 12- Tenure Mix:	To create balanced and mixed communities a mixed tenure approach to housing delivery with a balanced choice of tenure types within individual neighbourhood blocks and development phases will be required. Mixed tenure development should be 'tenure blind' with differing tenure units physically indistinguishable from those built for, sale or rent at market prices.	+/-	+	+/-	+/-	+	+	+	+
Specific Design Objective 13- Unit Mix:	To allow for a specific mix of unit sizes for social housing developments, for social/affordable, for housing provided for under Part V the Act or for schemes to provide housing for older persons, in accordance with the specific requirements of the Housing & Community Services Department.	+/-	+	+/-	+/-	+	+	+	+

Chapter and objectives		BFF	PHH	W	SG	AQC	L	CH	MA
Specific Design Objective 14- Unit sizes:	To support community formation, stability and well-being, there is an expressed preference for the provision of two bed and longer-term family size accommodation within the mandatory requirements of the Planning Design Standards for Apartments: Guidelines for Planning Authorities, 2025.	+/-	+	+/-	+/-	+	+	+	+
Specific Design Objective 15- Housing for Older Persons:	To ensure the development of an intergenerational community and place, opportunities for tailored housing options for older people will be supported to allow the development of sheltered own-door housing, assisted-living apartments as well as nursing home care and related services. As such, two bedroom (plus) units are encouraged as an appropriate typology for rightsizing, assisted or age friendly living where space is provided for occasional care assistance and family support, in line with the Quality Housing for Sustainable Communities guidance published by the Department in 2007 (updated 2021).	+/-	+	+/-	+/-	+	+	+	+

Chapter and objectives		BFF	PHH	W	SG	AQC	L	CH	MA
Specific Design Objective 16- School Site:	To reserve a site within the Masterplan to accommodate a new educational facility to serve the population of the area, and to work with the Department of Education where the decision is made to proceed with new school(s). The design of any new educational facility must support a compact approach to infrastructure provision and shall ensure that facilities such as pitches and/or halls can be used out of hours.	+/-	+	+/-	+/-	+	+	+	+
Specific Design Objective 17-	To promote the development of local community, cultural and	+/-	+	+/-	+/-	+	+	+	+
Local Community, Culture and Recreational Spaces	recreational spaces within the Masterplan, with a particular focus on the community hub and village area of the scheme as an attraction and benefit to the residents in the area.								

Chapter and objectives		BFF	PHH	W	SG	AQ C	L	CH	MA
Specific Design Objective 18- Demolition or Replacement of a Use of Cultural Value	Where applications are made seeking to demolish or replace a cultural space/use including any recording studios or community markets, the development must re-accommodate the same or increased volume of space/use or a similar use within the redevelopment or wider SDRA. Cultural uses can also include theatres, cinemas, artist studios, performance spaces, music venues, nightclubs, studios and dance space.	+/-	+	+/-	+/-	+	+	+	+
Specific Design Objective 19- Supporting enterprise & employment:	In order to support existing and new enterprise and employment opportunities in accordance with the land use strategy and urban design principles set out in the Masterplan, innovative design solutions should be explored to integrate residential use, enterprise/ employment uses and comparison retail, while ensuring that active frontages and animated public realm is achieved, by adapting the urban block	+/-	+	+/-	+/-	+	+	+	+

Chapter and objectives		BFF	PHH	W	SG	AQC	L	CH	MA
	structure.								
Specific Design Objective 20- Supporting established enterprise & employment	Existing employers and established land uses will be supported as the lands transition from an industrial focus towards a more diversified employment and residential mix. The Masterplan supports the consolidation and diversification of employment uses as part of a phased renewal of the area. While the continuation of existing established uses will not be unreasonably restricted, as the area transitions away from a predominantly industrial area and the density of residential uses increases in the immediate vicinity of any existing business or industry, applicants will be required to consider the potential impact on adjacent sensitive uses and consider the use of mitigation measures.	+/-	+	+/-	+/-	+	+	+	+

Chapter and objectives		BFF	PHH	W	SG	AQ C	L	CH	MA
SEA Comment									
<p>These design objectives directly support community and residential and education land uses and seek to support a mixed, lively space that serves the local community. These provide positive interactions with PHH SEOs in particular, and indirectly with MA, AQ SEOS via local services within the plan area, integrated with residential use.</p> <p>Project level mitigation will be provided for through implementation of existing policies in the Dublin City CDP 2022-2028 including: QHSN13 Healthy Dublin City Framework and the Healthy Ireland Framework 2019- 2025</p> <p>QHSN16 Accessible Built Environment QHSN17 Sustainable Neighbourhoods QHSN18 Needs of an Ageing Population UO38 Noise Impacts CUO44 Cultural & Artistic Space Audit</p>									
CHAPTER 6: IMPLEMENTATION									
Specific Design Objective 21-	Dublin City Council will use the City's Development Contributions	O	+	O	O	O	O	O	O
Funding & Implementation:	<p>Scheme to support the implementation of the Masterplan, supplementing the levies with additional funding from other sources where possible.</p> <p>Dublin City Council may consider selective land acquisition where it is considered that key regeneration proposals are being unreasonably delayed due a lack of appropriate coordination or agreement between key stakeholders.</p>								

Chapter and objectives		BFF	PHH	W	SG	AQC	L	CH	MA
Specific Design Objective 22- Monitoring & Review:	A review of the Masterplan will be undertaken by Dublin City Council as part of the review of the Dublin City Development Plan 2022-2028 or as economic or legislative developments require.	O	O	O	O	O	O	O	O
SEA Comment: These objectives relate to implementation including leverage of development contribution scheme, consideration of selective land acquisition and review of the Masterplan as part of the Dublin CDP 2022-2028 review. No land use effects identified at this stage relating to these two design objectives.									
<p>The Figure below shows the layout of the proposed masterplan and of note is the separation distances between the built form and the Royal Canal pNHA. These distances extend from 62m at the longest distance towards the middle of the plan and the Royal Canal to 30m to the eastern part of the plan area where the existing railway line and canal create a narrow stretch of the canal towpath.</p> <p>Planting is proposed along these separation distances and will be prepared to comply with the following Dublin CDP 2022-2028 polices:</p> <p>GI14 Ecological / Wildlife Corridors GI11 Proposed Natural Heritage Areas</p> <p>GIO8 Dublin City Biodiversity Action Plan 2021- 2025 GIO10 All Ireland Pollinator Plan 2021- 2025</p> <p>GI18 Minimise Impact – Light and Noise</p> <p>GI41 Protect Existing Trees as Part of New Development GI42 Tree Management</p> <p>GIO42 Trees as Wildlife Corridor or ‘Stepping Stones’</p>									



7.3 Cumulative and in combination effects

Cumulative effects can be described as the addition of many small impacts to create one larger, more significant, impact.

As the proposed variation will sit beneath the Dublin City Development Plan 2022 -2028 the potential for cumulative impacts between the variation and the Dublin City Development Plan 2022 -2028 does not arise.

Other higher level plans and in particular proposed transport projects such as the Dart West and the Luas Fingal proposals have also been considered for potential cumulative impacts. These are discussed below in Table 12.

Table 12: Plans and Projects Considered for In Combination and Cumulative Effects

Plan/Project	Overview	SEA comment
National Planning Framework	National Planning Framework - Project Ireland 2040 is the government’s long-term overarching strategy to make Ireland a better country for all of its people. Alongside the development of physical infrastructure, Project Ireland 2040 supports business and communities across all of Ireland in realising their potential. The National Development Plan and the National Planning Framework combine to form Project Ireland 2040. Development of infrastructure may have localised adverse impacts. Actions that may arise as a result of Project Ireland 2040 will be considered at a project level, which will ensure that any cumulative or in- combination impacts are addressed. Due to the high-level nature of this Plan, it is not possible to determine with confidence the likely impacts or mitigation measures required yet in detail.	This plan was subject to full SEA and AA, and given its high strategic level, strategic mitigation measures are included; at this strategic scale, no cumulative or in combination effects are identified.
River Basin Management Plan for Ireland 2024	Ireland’s third River Basin Management Plan 2024 Key actions in the Plan include tighter controls on the use of fertilisers that impact water quality, a greater focus on compliance and enforcement with over 60 new staff at local level, and a target of 4,500 farm inspections per year. In addition, continued investment in wastewater infrastructure will see Uisce Éireann investing a multi-billion Euro budget over the period 2025-2029 to reduce impacts on water quality, a new national River Barriers Mitigation Programme will ramp up efforts to remove river-blocks that impact on species like salmon and lamprey swimming upstream to spawn, and a review of arterial drainage requirements and the underpinning Arterial Drainage Act will be undertaken in the context of land use.	The third cycle is subject to full SEA and AA and is not identified as giving rise to in combination or cumulative effects.

Eastern and Midland Regional Economic and Spatial Strategy	<p>The RSES provides a long-term, strategic development framework for the future physical, economic and social development of the Eastern and Midland Region. The Strategy provides a</p> <ul style="list-style-type: none"> • Spatial Strategy – to manage future growth and ensure the creation of healthy and attractive places to live and work • Dublin Metropolitan Area Strategic Plan (MASP) – to ensure continued competitiveness of Dublin and a supply of strategic development for sustainable growth • Economic Strategy – that builds on our strengths to create a strong economy and jobs, that ensures a good living standard and economic opportunity for all • Climate Action Strategy – to accelerate action and ensure a clean and healthy environment, sustainable transport and green infrastructure. • Investment Framework – to prioritise the delivery of infrastructure and enabling services by government and state agencies 	This plan was subject to full SEA and AA, and subject to all mitigation measures identified in same being applied and implement, no cumulative or in combination effects are identified.
Dublin Climate Change Action Plan 2024 - 2029	The Dublin Climate Action Plan 2024-2029 -Climate Neutral Dublin 2030 sets out the actions that Dublin City Council is taking to prepare our city and people living here for the known impacts of climate change – flooding, sea level rise, extreme weather events, and drought. Climate Neutral Dublin 2030 sets out how the City Council will mitigate greenhouse gas emissions and contribute the global effort to limit warming to below 1.5°C.	The strategy has been through a Strategic Environmental Assessment and Appropriate Assessment. Subject to all mitigation measures identified in same being applied and implement, no cumulative or in combination effects are identified
BusConnects	Planning approval granted by An Bord Pleanála for Ballymun/Finglas to City Centre on 12/03/2024.	Currently being tendered for construction.
Luas Finglas	Railway Order lodged with An Bord Pleanala by TII under Railway Order 2024 (Abp-321278-24)	Awaiting decision. Case is due to be decided by 26/05/2025 https://www.pleanala.ie/en-ie/case/321278

DART+ West (extend the DART network to Maynooth in County Kildare)	<p>The DART+ West project aims to increase train capacity from the current six trains per hour per direction to up to 12 trains per hour per direction, depending on demand. Passenger capacity is expected to rise to 13,200 passengers by 2025, a significant increase from the 5,000 passengers recorded in 2019. This project is designed to support existing communities and future sustainable development by offering an efficient alternative to private car travel. The new service will utilize electrical power, reducing the carbon footprint compared to the current diesel trains.</p> <p>The electrification of the rail line will largely follow the existing railway corridor. The Railway Order grants Iarnród Éireann the authority to proceed with the necessary electrification and infrastructure upgrades.</p>	An Bord Pleanála approved the Railway Order for the project in July 2024. Subsequent judicial reviews have been withdrawn.
DART + South West	An Bord Pleanála have approved the Railway Order application to extend the electrified DART network from Hazelhatch & Celbridge to Heuston Station and the South city via Phoenix Park Tunnel.	The application was lodged in March 2023 and approved November 2024. It is anticipated that construction will commence in 2026.
MetroLink from Charlemont to Swords via Dublin Airport	<p>Note potential for future interchange of DART and MetroLink at Glasnevin. Railway Order lodged with An Bord Pleanála by TII under Railway Order 2022 (NA29N.314724) https://www.pleanala.ie/en-ie/case/314724</p>	An Coimisiún Pleanála granted approval for the MetroLink Railway Order in October 2025.
Royal Canal Greenway Phase 4B – Amending Part 8 Proposals	<p>Deferred temporarily due to a referral made by a 3rd Party on 18th October 2023 regarding the Determination received on the Environment Impact Assessment Screening and the Appropriate Assessment Screening, the Draft Chief Executive’s report cannot be concluded within the expected timeframe. https://www.dublincity.ie/residential/transportation/active-travel/projects/royal-canal-greenway-phase-4/project-info-amending-part-8 https://www.pleanala.ie/en-ie/case/318303</p>	A decision from An Bord Pleanála on the Appropriate Assessment Screening was received on 1 st May 2024, which recommended that the preparation of a Natura Impact Statement (NIS) is required for the scheme. The decision on the Environment Impact Assessment Screening is still pending.

Of the above transport related projects BusConnects, Dart+ South West, Dart+ West and MetroLink have received planning approval with works commenced on the Bus Connects and works scheduled for 2026 for the Dart+ South West. These projects have been subject to full EIA and AA and relate predominantly to existing built land and artificial surfaces. The need to meet 2040 climate targets and decarbonise the transport system in and around the plan area in addition to the consenting process for these projects, does not result in adverse cumulative impacts at strategic scale.

8 Mitigation measures

8.1 Introduction

This chapter outlines the mitigation measures that will prevent, reduce, and offset as much as possible any significant adverse effects on the environment of the plan area resulting from the implementation of the variation. Section (g) of Schedule 2B of the SEA Regulations (as amended) requires ‘The measures envisaged to prevent, reduce and as fully as possible offset any significant adverse effects on the environment of implementing the Plan’.

Mitigation involves ameliorating significant negative effects. Where the environmental assessment identifies significant adverse effects, consideration is given in the first instance to preventing such impacts or where this is not possible, to lessening or offsetting those effects. Mitigation measures can be generally divided into those that:

- Avoid effects;
- Reduce the magnitude or extent, probability and/or severity of effect;
- Repair effects after they have occurred, and
- Compensate for effects, by balancing out negative impacts with positive ones.

The iterative process of the plan preparation has facilitated the integration of environmental considerations into the plan. In addition, potential positive effects of implementing the plan have been and will be maximized and potential adverse effects have been and will be avoided, reduced or offset.

Many impacts will be more adequately identified and mitigated at project and EIA level. In general terms, all proposals for development will be required to have due regard to environmental considerations outlined in this Environmental Report and associated assessments including the Screening for Appropriate Assessment/Natura Impact Report.

The variation must align with and sit alongside the Dublin City Development Plan 2022 - 2028 in terms of planning hierarchy applicable to the city. As such all mitigatory policies and objectives identified in the Dublin City Development Plan 2022 -2028 during the SEA and AA process of same, will provide the same safeguards to ensure the impacts arising from the implementation of the masterplan will apply. Table 8.1 below, sets out the suite of mitigation measures to ensure the variation does not give rise to significant environmental effects.

Proposals for development which are deemed contrary to the environmental objectives contained in the Dublin City Development Plan 2022 -2028 will not normally be permitted, and if permitted, not without the appropriate site and development specific mitigation measures.

This chapter is structured as follows:

- Table 13 Environmental Protection Measures in the Dublin CDP 2022 -2028

Table 13: Environmental Protection Measures Identified in the Dublin CDP 2022-2028

It is the Policy of Dublin City Council:	
Climate Change	
CA1 National Climate Action Policy	To support the implementation of national objectives on climate change including the 'Climate Action Plan 2021: Securing Our Future' (including any subsequent updates to or replacement thereof), the 'National Adaptation Framework' 2018 and the 'National Energy and Climate Plan for Ireland 2021-2030' and other relevant policy and legislation.
CA2 Mitigation and Adaptation	To prioritise and implement measures to address climate change by way of both effective mitigation and adaptation responses in accordance with available guidance and best practice
CA3 Climate Resilient Settlement Patterns, Urban Forms and Mobility	To support the transition to a low carbon, climate resilient city by seeking sustainable settlement patterns, urban forms and mobility in accordance with the National Planning Framework 2018 and the Regional Spatial and Economic Strategy 2019.
CA4 Improving Mobility Links in Existing Areas	To support retrofitting of existing built-up areas with measures which will contribute to their meeting the objective of a low-carbon city, such as reopening closed walking and cycling links or providing new links between existing areas.
CA5 Climate Mitigation and Adaptation in Strategic Growth Areas	To ensure that all new development including in Strategic Development and Regeneration Areas integrate appropriate climate mitigation and adaptation measures. See also Section 15.4.3. Sustainability and Climate Action and Section 15.7.3 Climate Action and Energy Statement.

CA 8 Climate Mitigation Actions in the Built Environment	To require low carbon development in the city which will seek to reduce carbon dioxide emissions and which will meet the highest feasible environmental standards during construction and occupation, see Section 15.7.1 when dealing with development proposals. New development should generally demonstrate/ provide for: a. building layout and design which maximises daylight, natural ventilation, active transport and public transport use; b. sustainable building/services/site design to maximise energy efficiency; c. sensitive energy efficiency improvements to existing buildings; d. energy efficiency, energy conservation, and the increased use of renewable energy in existing and new developments; e. on-site renewable energy infrastructure and renewable energy; f. minimising the generation of site and construction waste and maximising reuse or recycling; g. the use of construction materials that have low to zero embodied energy and CO2 emissions; and h. connection to (existing and planned) decentralised energy networks including the Dublin District Heating System where feasible
CA9 Climate Adaptation Actions in the Built Environment	Development proposals must demonstrate sustainable, climate adaptation, circular design principles for new buildings / services / site. The council will promote and support development which is resilient to climate change. This would include: a. measures such as green roofs and green walls to reduce internal overheating and the urban heat island effect; b. ensuring the efficient use of natural resources (including water) and making the most of natural systems both within and around buildings; c. minimising pollution by reducing surface water runoff through increasing permeable surfaces and use of Sustainable Drainage Systems (SuDS); d. reducing flood risk, damage to property from extreme events– residential, public and commercial; e. reducing risks from temperature extremes and extreme weather events to critical infrastructure such as roads, communication networks, the water/drainage network, and energy supply; f. promoting, developing and protecting biodiversity, novel urban ecosystems and green infrastructure.
CA15 Waste Heat, District Heating and Decentralised Energy	To actively encourage the development of low carbon and highly efficient district heating and decentralised energy systems across the city utilising low carbon heat sources such as renewable energy and waste heat recovery and to promote the connection of new developments to district heating networks where such systems exist/can be developed in a given area.
CA23 The Circular Economy	To support the shift towards the circular economy approach as set out in a Waste Action Plan for a Circular Economy 2020 to 2025, Ireland’s National Waste Policy, as updated together with The Whole of Government Circular Economy Strategy 2022- 2023. https://www.gov.ie/en/publication/b542d-whole-of-government-circular-economy-strategy-2022-2023-living-more-using-less/

CA24 Waste Management Plans for Construction and Demolition Projects	To have regard to existing Best Practice Guidance on Waste Management Plans for Construction and Demolition Projects as well as any future updates to these guidelines in order to ensure the consistent application of planning requirements
CA26 Flood and Water Resource Resilience	To support, encourage and facilitate the delivery of soft, green and grey adaptation measures to enhance flood and water resource resilience in the city and support the delivery of grey adaptation measures to enhance flood and water resource resilience where necessary.
CA27 Flood Risk Assessment and Adaptation	To address flood risk at strategic level through the process of Strategic Flood Risk Assessment, and through improvements to the city's flood defences.
CA28 Natural Flood Risk Mitigation To	encourage the use natural flood risk mitigation or nature-based solutions including integrated wetlands, green infrastructure, and Sustainable Drainage Systems (SuDS) as part of wider adaptation and mitigation responses to achieve flood resilience.
CA29 Climate Action and Green Infrastructure	To protect, connect and expand the city's Green Infrastructure while optimising the climate change adaptation and mitigation services it provides.
Population and Human Health	
QHSN16 Accessible Built Environment	To promote built environments and outdoor shared spaces which are accessible to all. New developments must be in accordance with the seven principles of Universal Design as advocated by the National Disability Authority, Building For Everyone: A Universal Design Approach 2012 and consistent with obligations under Article 4 of the United Nations Convention on the Rights of People with Disabilities
QHSN17 Sustainable Neighbourhoods	To promote sustainable neighbourhoods which cater to the needs of persons in all stages of their lifecycle, e.g. children, people of working age, older people, people living with dementia and people with disabilities.

QHSN18 Needs of an Ageing Population	To support the needs of an ageing population in the community with reference to housing, mobility and the public realm having regard to Age Friendly Ireland's 'Age Friendly Principles and Guidelines for the Planning Authority 2020', the Draft Dublin City Age Friendly Strategy 2020-2025 and Housing Options for our Aging Population 2019.
QHSN22 Adaptable and Flexible Housing.	To ensure that all new housing is designed in a way that is adaptable and flexible to the changing needs of the homeowner as set out in the Lifetime Homes Guidance contained in Section 5.2 of the Department of Environment, Heritage and Local Government 'Quality Housing for Sustainable Communities – Best Practice Guidelines for Delivering Homes Sustaining Communities' (2007) and the Universal Design Guidelines for Homes in Ireland 2015
QHSN25 Housing for People with Disabilities	To support access, for people with disabilities, to the appropriate range of housing and related support services, delivered in an integrated and sustainable manner, which facilitates equality of outcome, individual choice and independent living. To support the provision of specific purpose-built accommodation, including assisted/supported living units, lifetime housing, and adaptation of existing properties.
QHSN26 Dublin City Council's Strategic Plan for Housing	To support and facilitate the implementation of Dublin City Council's Strategic Plan for Housing People with a Disability 2016 or any subsequent review
QHSN34 Social, Affordable Purchase and Cost Rental Housing	To promote the provision of social, affordable purchase, cost rental and rental housing in accordance with the Council's Housing Strategy, Part V of the Planning and Development Act, as amended by the Affordable Housing Act 2021 and government policy as outlined in the DHPLG 'Social Housing Strategy 2020' and support the realisation of public housing
QHSN37 Houses and Apartments	To ensure that new houses and apartments provide for the needs of family accommodation with a satisfactory level of residential amenity in accordance with the standards for residential accommodation.
QHSN50 Inclusive Social & Community Infrastructure	To support the development of social and community infrastructure that is inclusive and accessible in its design and provides for needs of persons with disabilities, older people, migrant communities and children and adults with additional needs including the sensory needs of the neurodiverse.

CCUV13 Vacant Units	To promote the temporary use of vacant premises in order to reduce the level of vacancy on streets in the city's urban centres including Key Urban Villages as this can compromise the vitality of urban centres. Temporary uses which can contribute to the economic, social and cultural vitality of the city centre, Key Urban Villages and other centres and which allow public access will be encouraged (pending permanent occupancy)
CCUV37 Plan Active and Healthy Streets	To promote the development of a network of active, healthy, attractive, high quality, green, and safe streets and public spaces which are inviting, pedestrian friendly and easily navigable. The aspiration is to encourage walking as the preferred means of movement between buildings and activities in the city. In the case of pedestrian movement within major developments, the creation of a public street is preferable to an enclosed arcade or other passageway.
CCUV39 Permeable, Legible and Connected Public Realm	To deliver a permeable, legible and connected public realm that contributes to the delivery of other key objectives of this development plan namely active travel and sustainable movement, quality urban design, healthy placemaking and green infrastructure
Material Assets	
SMT1 Modal Shift and Compact Growth	To continue to promote modal shift from private car use towards increased use of more sustainable forms of transport such as active mobility and public transport, and to work with the National Transport Authority (NTA), Transport Infrastructure Ireland (TII) and other transport agencies in progressing an integrated set of transport objectives to achieve compact growth
SMT2 Decarbonising Transport	To support the decarbonising of motorised transport and facilitate the rollout of alternative low emission fuel infrastructure, prioritising electric vehicle (EV) infrastructure.
SMT3 Integrated Transport Network	To support and promote the sustainability principles set out in National and Regional documents to ensure the creation of an integrated transport network that services the needs of communities and businesses of Dublin City and the region.
SMT4 Integration of Public Transport Services and Development	To support and encourage intensification and mixed-use development along public transport corridors and to ensure the integration of high-quality permeability links and public realm in tandem with the delivery of public transport services, to create attractive, liveable and high-quality urban places.

SMT5 Mobility Hubs	To support the development of mobility hubs at key public transport locations and local mobility hubs in tandem with new developments to include shared car and micro mobility initiatives, creating a vibrant, accessible and liveable place to support the transportation experience.
SI2	To ensure that development is permitted in tandem with available water supply and wastewater treatment and to manage development, so that new schemes are permitted only where adequate capacity or resources exist or will become available within the life of a planning permission
SI3 Separation of Foul and Surface Water Drainage Systems	To require all new development to provide separate foul and surface water drainage systems.
SI4 Drainage Infrastructure Design Standards	To require new private development sewers which are intended to connect to the public drainage system to comply with the requirements of the Greater Dublin Regional Code of Practice for Drainage Works and/ or Irish Water foul sewer specification (where applicable).
SI5 Safeguarding of Public Water Services Infrastructure	To work in conjunction with Irish Water to safeguard existing water and drainage infrastructure by protecting existing wayleaves and buffer zones around public water service infrastructure.
Water resources	
SI6 Water Conservation	To require all developments to incorporate best practice water conservation and demand management measures in order to promote water conservation by all water users, and minimise the pressure for water drawdown, wastage of water supply and reduced availability of water resources
SI7 Water Quality Status	To promote and maintain the achievement of at least good status in all water bodies in the city
SI8 Physical Condition of Waterbodies	To promote the protection and improvement of the aquatic environment and water-dependent ecosystems through proactive discharge and emissions management, and through the enhancement of the physical condition of waterbodies
SI9 Groundwater Pollution	To promote the progressive reduction of pollution of groundwater

SI22 Sustainable Drainage Systems	<p>To require the use of Sustainable Drainage Systems (SuDS) in all new developments, where appropriate, as set out in the Greater Dublin Strategic Drainage Study (Vol 2: New Development)/ Greater Dublin Regional Code of Practice for Drainage Works and having regard to the guidance set out in Nature-based Solutions to the Management of Rainwater and Surface Water Runoff in Urban Areas, Water Sensitive Urban Design Best Practice Interim Guidance Document (DHLGH, 2021). Sustainable Drainage Systems (SuDS) should incorporate nature-based solutions and be designed in accordance with the Dublin City Council</p> <p>Sustainable Drainage Design & Evaluation Guide (2021) which is summarised in Appendix 12. SuDS should protect and enhance water quality through treatment at source while enhancing biodiversity and amenity</p>
GI30 Maintain and Improve Connectivity of Freshwater and Estuarine Habitats/	<p>To conserve, maintain and restore freshwater and estuarine habitats which are of importance for species listed in the annexes of the EU Birds and Habitats Directives and to ensure connectivity of these in accordance with Article 10 of the EU Habitats Directive.</p>
EU Birds & Habitats Directives	
GI31 Protect and Improve Ecological Status of Rivers under the EU Water Framework Directive	<p>To support the improvement of the ecological status of all rivers / waterbodies within the administrative area of Dublin City Council and those rivers identified in accordance with the River Basin Management Plan 2018 – 2021 and the next management plan to be produced under the 3rd river basin planning cycle (2022-2027), as required under the EU Water Framework Directive (see Chapter 9, Section 9.5.2 Urban Watercourses and Water Quality).</p>
Air Quality	
SI34 Management of Air Quality	<p>To monitor, pro-actively manage and improve air quality in the City through integrated land use and spatial planning measures to avoid, mitigate and minimise unacceptable levels of air pollution in accordance with national and EU policy directives on air quality and, where appropriate, drive compliance with established targets.</p>
Noise	

SI35 Ambient Noise Quality	To seek to preserve and maintain noise quality in the City in accordance with good practice and relevant legislation.
SI36 Noise Management	To support pro-active management of noise in the City through measures such as appropriate road surfaces to avoid, mitigate, minimise noise in accordance with good practice, relevant legislation and in line with the Dublin Agglomeration Environmental Noise Action Plan 2018-2023 (and subsequent plans).
SI37 Noise Sensitive Development	To give careful consideration to the location, design and construction of noise sensitive developments, including the horizontal and vertical layout of apartment schemes, so as to ensure they are protected from major noise sources, where practical, and to minimise the potential for noise disturbance
Light Pollution	
SI42 Light Pollution	To not allow unnecessary, inappropriate or excessive artificial lighting and to ensure that the design of public and external lighting proposals minimises light spillage or pollution and has due regard to the character, environmental sensitivity and residential amenity of the surrounding area.
Biodiversity Flora and Fauna	
GI2 Connectivity	To develop an interconnected green infrastructure network of strategic natural and semi-natural areas with other environmental features including green spaces, rivers, canals, the coastal and marine area and other physical features including streets and civic spaces that supports ecological, wildlife, and social connectivity. GI3 Multi-functionality (GI) To ensure delivery of multifunctional green and civic spaces that meet community needs, support biodiversity, promote active and passive recreation, flood and surface water management and local habitat improvements. The multi-functionality of spaces will be balanced against the need to protect and enhance local habitat and the recreational and functional requirements of parks..
GI5 Greening of Public Realm / Streets	To integrate urban greening features including nature-based solutions into the existing public realm where feasible and into the design of public realm projects for civic spaces and streets. The installation of living green walls will be encouraged to the fullest possible extent throughout the city of Dublin and tree pits with mixed planting will be preferred for the greening of streets in recognition of the co-benefits they offer for SuDs, biodiversity, amenity value and traffic calming.
GI6 New Development / New Growth Areas	To integrate Green Infrastructure and an ecosystem services approach into new developments / new growth areas in the city that contributes to the city's green infrastructure network by its extension and enhancement and that provides for the environmental resilience of new development.

GI9 European Union Natura 2000 Sites	To conserve, manage, protect and restore the favourable conservation condition of all qualifying interest/special conservation interests of all European sites designated, or proposed to be designated, under the EU Birds and Habitats Directives, as Special Areas of Conservation (SACs) and Special Protection Areas (SPAs) (European / Natura 2000 sites).
GI10 Flora and Fauna Protected under National and European Legislation Located Outside Designated Areas	To adequately protect flora and fauna (under the EU Habitats and Birds Directives), the Wildlife Acts 1976 (as amended), the Fisheries Acts 1959 (as amended) and the Flora (Protection) Order 2022 S.I No. 235 of 2022, wherever they occur within Dublin City, or have been identified as supporting the favourable conservation condition of any European sites.
GI11 Proposed Natural Heritage Areas	To protect and enhance the ecological functions and connectivity of habitats and species of proposed Natural Heritage Areas (pNHAs) to be designated by the National Parks and Wildlife Service (NPWS).
GI12 National and International Sites for Nature Conservation	To protect sites for nature conservation as designated under the Ramsar Treaty for wetland sites, National Special Amenity Areas, National Nature Reserves, Important Bird Areas and Flora Protection Order Sites.
GI13 Areas of Ecological Importance for Protected Species	To ensure the protection, conservation and enhancement of all areas of ecological importance for protected species, and especially those listed in the EU Birds and Habitats Directives, including those identified as supporting the favourable conservation condition of any European sites, in accordance with development standards set out in this plan.
GI14 Ecological / Wildlife Corridors	To maintain and strengthen the integrity of the city's ecological corridors and stepping stones which enable species to move through the city, by increasing their connectivity [to be shown in the proposed Green Infrastructure Strategy] under Article 10 of the EU Habitats Directive. Development proposals should not compromise their ecological functions and should realise opportunities to contribute to enhancing the nature conservation value of them by landscaping that provides complementary habitats. An Ecological Impact Assessment will be required for any proposed development likely to have a significant impact on habitats and species of interest on or adjacent an ecological corridor.
GI15 Inland and Sea Fisheries	To protect inland and sea fisheries and take full account of Inland Fisheries Ireland Guidelines 'Planning for Watercourses in the Urban Environment' 2020, when undertaking, approving or authorising development or works which may impact on rivers, streams, watercourses, estuaries, shorelines and their associated habitats. To protect sea angling sites designated by Inland Fisheries Ireland at the North

	and South Bull Walls and at Dollymount and Sandymount Strands
GI16 Habitat Creation and New Development	That new developments (as appropriate) will be required to support local biodiversity and incorporate biodiversity improvements through urban greening and the use of nature-based infrastructural solutions that are of particular relevance and benefit in an urban context. Opportunities should be taken as part of new development to provide a net gain in biodiversity and provide links to the wider Green Infrastructure network. All suitable new buildings will be required to incorporate swift nesting blocks into the building fabric.
GI17 Habitat Restoration	To increase the percentage of restored and naturalised areas on public land in the city. That new development on private and public lands should provide opportunities for restoration of degraded habitats and soils where feasible and provide for their long-term maintenance to limit degradation
GI18 Minimise Impact – Light and Noise	To minimise the environmental impact of external lighting and noise at sensitive locations to achieve a sustainable balance between the needs of an area, the safety of walking and cycling routes and the protection of sensitive species such as bats (see also Section 9.5.9 Public & External Lighting)
Landscape	
GI19 Protect and Enhance Landscapes	To continue to protect and enhance the city’s landscape and seascape, the amenities of places and features of natural beauty and interest, through sustainable planning and design for both the existing community and for future generations in accordance with the National Landscape Strategy 2015 – 2025 and any updated strategy
GI23 European Landscape Convention	To continue to protect and enhance landscape, including existing green spaces through sustainable planning and design for both the existing community and for future generations in accordance with the principles of the European Landscape Convention.
GI24 Multi-Functionality (GI)	To incorporate new open space into the green infrastructure network for the city and providing a multi-functional role including: outdoor recreation, biodiversity, urban drainage, flood management, connection and carbon absorption without compromising public access to and the amenity function of open space (see Section 15.6: Green Infrastructure and Landscaping).

GI28 New Residential Development	To ensure that in new residential developments, public open space is provided which is sufficient in amenity, quantity and distribution to meet the requirements of the projected population, including play facilities for children and that it is accessible by safe secure walking and cycling routes
Cultural Heritage	
HA12 Industrial, Military and Maritime, Canal-side and Rural Heritage	To promote the awareness of Dublin's industrial, military and maritime, canal-side (including lock-keepers' dwellings locks and graving docks), rail and rural (vernacular) heritage.
BHA15 Twentieth Century Buildings and Structures	(a) To encourage the appropriate development of exemplar twentieth century buildings and structures to ensure their character is not compromised. (b) To encourage the retention and reinstatement of internal and external features that contribute to the character of exemplar twentieth century buildings, such as roofscapes, boundary treatments, fenestration pattern, materials, and other features, fixtures and fittings (including furniture and art work) considered worthy of retention.
BHA06 Twentieth Century Buildings, Structures and the RPS	To identify and protect exemplar buildings of the twentieth century; to categorise, prioritise, and, where appropriate, add to the Record of Protected Structures (RPS); to produce guidelines and offer advice for protection and appropriate refurbishment of such structures..
BHA16 Industrial Heritage	To have regard to the City's industrial heritage and Dublin City Industrial Heritage Record (DCIHR) in the preparation of Local Area Plans and the assessment of planning applications. To review the DCHIR in accordance with Ministerial Recommendations arising from the National Inventory of Architectural Heritage (NIAH) survey of Dublin City

9 Monitoring

9.1 Introduction

It is proposed, in accordance with Article 10 of the SEA Directive, to base monitoring on a series of indicators which measure changes in the environment, especially changes which are critical in terms of environmental quality, for example water pollution levels. Monitoring will focus on the aspects of the environment that are likely to be significantly impacted upon by the implementation of the Variation.

The targets and indicators are derived from the Strategic Environmental Objectives (SEOs) discussed in Chapter Five. The target underpins the objective whilst the indicators are used to track the progress of the objective and targets in terms of monitoring of impacts. The monitoring programme will consist of an assessment of the relevant indicators and targets against the data relating to each environmental component. Similarly, monitoring will be carried out frequently to ensure that any changes to the environment can be identified.

The monitoring programme is consistent with that of the Dublin City Development Plan 2022 -2028 SEA EER as this allows for consistency of monitoring and flexibility in relation to projects that may arise from the masterplan that require consent under the Dublin City Development Plan 2022-2028.

Table 14: SEA Monitoring Table from Dublin City Development Plan 2022-2028

SEA topic	Targets	Indicators	Data/responsibility
Biodiversity, Flora and Fauna	Maintain or enhance status of European Sites	Condition of European Sites	Consultation with the NPWS / DoHLGH Improve / update knowledge on features / sites of biodiversity value within the city Number and nature of baseline studies / surveys commissioned / completed for biodiversity DCC Culture, Recreation and Economic Services Department
	All local level land use plans to include an ecosystem services approach and green / blue infrastructure provisions and as a minimum, to have regard to the required targets in relation to the conservation of European sites, other nature conservation sites, ecological networks, and protected species	Number of spatial plans that have incorporated ecosystem services content, mapping and policy to protect / promote ecosystem services when their relevant plans are either drafted or revised Internal monitoring of preparation of local land use plans	multiple DCC Departments Screen for and undertake SEA and AA as relevant for plans and projects arising from Development Number of new plans subject to SEA and / or AA Internal monitoring of preparation of local land use plans – multiple DCC Departments
	Complete and implement Dublin City Biodiversity Action Plan 2021-2025	Performance on achieving actions in adopted Dublin City Biodiversity Action Plan	DCC Culture, Recreation and Economic Services Department
	Develop and Implement Green Infrastructure Strategy / Roll out of Ecosystem Services approach for the City	Progress on:- No. of projects commenced- SuDS projects/ retrofitting- River restoration	Internal monitoring – multiple DCC Departments
	Managing Invasive Species in the City	Implementing/Achieving actions/ targets of the Invasive Species Plan	DCC Culture, Recreation and Economic Services Department
	Improving the Attractiveness / Viability of and pedestrian activity in City Centre	Pedestrian Footfall Counts in City centre	DCC / We Are Dublin Town
	Deliver / Sustain Economic Growth and Development	Population, labour force participation and unemployment data	DCC Planning and Development/ DCC Local Enterprise Office / CSO

	<p>Healthy Placemaking I monitoring – multiple DCC Departments HIQA Health Data HIQA</p>	<p>Increase in the proportion of people reporting regular cycling / walking to school and work above 2016 CSO figures</p> <p>Land use plans to include specific reference / measures in relation to human health (e.g. measures for reduction in fossil fuel use in homes and transport, improve access to and provision of sports and recreation and amenity facilities, etc.), including LEIP's</p>	<p>DCC Environment and Transportation Department HIQA</p>
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SEA topic	Targets	Indicators	Data/responsibility
	Growth of Population in Areas Targeted for Growth & Development (Core Strategy)	Population growth data for city EDs	Central Statistics Office
Soils and Geology	To achieve 50% growth in built-up area	Increase proportion of development of brownfield city/ suburban lands	DCC Planning & Property Department –
	Active Land Management (CSO6) Dispose of contaminated material in compliance with EPA guidance and waste management requirements	No. of incidences of non-compliant contamination breaches	DCC Environment and Transportation Department- Waste Management Division
	Proactively manage and prevent soil sealing / permeability	No. of SuDS retrofitting projects / initiatives Introduction of SuDS in new development areas (i.e. SDRAs	Internal monitoring – multiple DCC Departments
Water Quality and flooding	Maintain / improve the status of surface water bodies in accordance with WFD requirements	Change of status of water bodies. Findings of reporting on the monitoring programme for the WFD Implementation of the objectives of the second cycle of the River Basin Management Plan by 2022 (and objectives as relevant) Water quality monitoring to enable WFD water body status classification Completion of river catchment projects Reduction in wastewater emissions per person per annum Changes in water quality before and after implementation of river catchment projects	DCC Environment and Transportation Department – Water Services Division
	To Manage City’s Flood Risk through Provision and Upgrading of Flood Alleviation Assets	Progress on implementation of listed flood projects	DCC Environment and Transportation Department- Flood Projects and WFD Division

	Minimise/ manage developments in areas at risk of flooding	Planning application compliance with the requirements of the Development Plan SFRA Preparation of SWMPs Number of incidences of flooding of existing and new development	DCC Environment and Transportation Department- Flood Projects and WFD Division
Air quality and climate	Improvement in Air Quality	Preparation of the Air Quality Management Plan for Dublin Agglomeration (2021+) No. apps referred to Air Quality Monitoring and Noise Control Unit re: compliance with noise/ air quality policy Proportion of journeys made by private fossil fuel-based car compared to	DCC Environment and Transportation Department- Air Quality Monitoring and Noise Control Unit EPA

SEA topic	Targets	Indicators	Data/responsibility
		2016 National Travel Survey levels. Changes in NOx, SOx, PM10 and PM2.5 as part of Ambient Air Quality Monitoring	
	Maintain/ Improve Acoustic Quality in the City	Preparation of Noise Maps in compliance with the EU Environmental Noise Directive (2021+) No. apps referred to Air Quality Monitoring and Noise Control Unit re: compliance with noise/ air quality policy	DCC Environment and Transportation Department- Air Quality Monitoring and Noise Control Unit
	Compliance with updated Covenant of Mayors CO2 emission reduction targets for the city	Number of applications submitted with Climate Action Energy Number of applications for District Heating Enabled Development Number of Decarbonisation Zones established Number of EV charging points installed	Statements DCC Planning and Development / DCC Environment and Transportation Department
	Implement DCC Climate Action Plan	Positive process on specified actions	
	Protecting Built Heritage	No's additions/ deletions/ amendments to RPS No. ACA's adopted No's of Buildings at Risk files opened / closed	DCC Planning and Property Development Department- Heritage
	Protection/ Promotion of Culture	Culture Near You Tool – additions / deletions / public engagement	Dublin Culture Company
	Improvement in the public realm and visual quality of the city	. Number of public realm improvement projects	DCC Culture, Recreation and Economic Services Department

	Protection of City's Landscapes	New Tree Planting, including Street tree planting Park / Open Space Enhancement Projects Historic Landscape Enhancement Restoration Projects (e.g. historic squares)	DCC Culture, Recreation and Economic Services Department
	Protect and Provide for our Critical Infrastructure	No. of critical infrastructure projects No. of incidences of loss / poor service / impact on assets (potable water, wastewater management, flooding monitoring)	Multiple Departments / External Service Managers / Providers

SEA topic	Targets	Indicators	Data/responsibility
	Increase in provision of public reuse and recycling facilities	Pilot Projects – composting / underground storage/ MODOs Percentage increase in number of registered / DCC facilities	DCC Environment and Transportation Department- Waste Management Division
	Reduce pressure on waste water system in city DCC	SuDS projects Enhancement projects (e.g. addressing combined sewers) Drainage Action Plans	DCC Environment and Transportation Department – Drainage Services / Irish Water
	Sustainable Transport	Modal shifts to more sustainable modes New public transport infrastructure Cycle infrastructure	DCC Environment and Transportation Department NTA
	Increase provision of parks and green links	New parks / upgraded parks New green route cycle paths	DCC Culture, Recreation and Economic Services Department / DCC Environment and Transportation Department / NTA
	Integration of new designated development areas with critical infrastructure	Infrastructure upgrades as part of LAPs/ SDRAs	Multiple / DCC Planning and Property Development Department

Appendix 1: SEA Screening of Proposed Amendments to Variation No.
9

Appendix 1: SEA Screening of proposed changes to Variation No. 9 – SDRA 18 Broombridge-Hamilton Masterplan

The statutory consultation on the proposed variation was placed on public display for 4 weeks from 21st October 2025 to 18th November 2025 (both dates inclusive). During this time, members of the public and interested parties were invited to make comments and observations on the proposed variation. On foot of submissions, a number of amendments were proposed and can be read in the accompanying CE report.

The table below provides a screening for likely significant effects under the SEA regulations and provides a conclusion to same. New text is in green font, text for removal is in red font and in strikethrough format.

Table A1: SEA Screening of proposed amendments to Variation no. 9 of the Dublin City Development Plan 2022 -2028.

Chapter and objectives		BFF	PHH	W	SG	AQ C	L	CH	MA
Specific Design Objective 4- Parcel-Based Open Spaces:	The identified passive and linear open spaces within individual development parcels is fixed to ensure that sufficient usable, multi-function and connected amenity space is provided to serve neighbourhoods. Deviations may be considered as part of considered design proposals as long as the overall design objectives can be demonstrated as part of a (parcel-based masterplan) {parcel design framework} prepared by applicants to accompany development proposals.	+/-	+	+/-	+/-	0	+	+	+
Specific Design Objective 5- Local Traffic Management and Permeability:	Specific Design Objective 5 – (Local Traffic Management and Permeability) {Feasibility Studies for Future Permeability Interventions}: {A:} To investigate the feasibility of enabling a secondary vehicular access road, between Ballyboggan Road and Lagan Road to support local traffic management within the plan area, post Luas Finglas construction and operation.	+/-	+	+/-	+/-	0	+	+	+

Chapter and objectives	BFF	PHH	W	SG	AQ C	L	CH	MA
<p><u>{B: To support the NTA, TII and Iarnród Éireann if they conduct a feasibility assessment for delivering a potential new pedestrian/cycle bridge across the Royal Canal and railway.}</u></p>								
<p>SEA Comment</p> <p>Landuse planning impacts on the everyday lives of people and can either hinder or help promote healthy sustainable environments and communities. For example, the provision of safe walking routes, cycle-ways, parks, playgrounds, safe routes to school, public transport facilities, etc. result in direct and indirect health benefits and allow for healthier transportation choices to be made by communities above private motor car. The design objectives included in Chapter 3 included Royal Canal Linear Park and opens space and park design objectives create positive direct long term effects on this parameter due to promotion and design of accessible public realm and space with resulting positive impacts across PHH SEOs in particular. The provision of the Royal Canal Linear Park subject to design being informed by ecological impact assessment as required under G14 Ecological/Wildlife Corridors plus other existing Dublin CDP 2022-2028 policies including</p> <ul style="list-style-type: none"> • G12 Connectivity • I3 Multi-functionality (GI) • G14 Accessibility • G15 Greening of Public Realm / Streets • G16 New Development / New Growth Areas • G19 European Union Natura 2000 Sites 								
<ul style="list-style-type: none"> • G10 Flora and Fauna Protected under National and European Legislation Located Outside Designated Areas • G11 Proposed Natural Heritage Areas • G13 Areas of Ecological Importance for Protected Species • G14 Ecological / Wildlife Corridors • CA26 Flood and Water Resource Resilience • CA28 Natural Flood Risk Mitigation 								

Chapter and objectives		BFF	PHH	W	SG	AQ C	L	CH	MA
<p>Design Objective 1 provides for waster sensitive urban development and this is consistent with W, MA SEOS with indirect and synergistic positive impacts with BFF, SG SEOS in particular.</p> <p>Key transport project eg Luas Finglas are subject to project level assessment through EIAR and Natura Impact Statements and car parking standards have been included and already assessed in the Dublin CDP 2022-2028.</p> <p>The amendments above do not alter or affect the above evaluation and are minor in character. These two amendments to Specific Design Objectives are not identified as generating significant environmental effects and are therefore screened out of the SEA process.</p>									
CHAPTER 4: URBAN FORM & DESIGN									
Specific Design Objective 8- Parcel level Masterplans:	<p>Specific Design Objective 8 - Parcel (level Masterplans) {Design Frameworks}:</p> <p>In order to ensure that a coordinated approach is taken to the delivery of public open space, surface water drainage, community and social infrastructure, the first application(s) within individual development parcels will be required to produce a (detailed parcel-based masterplan) {<u>parcel design framework</u>} to accompany planning applications+. Where possible, it is the preference of the planning authority that (such masterplans) {<u>design frameworks</u>} should be prepared and agreed with the approval of all landowners, businesses owners and community/cultural operators within parcels.</p> <p>However, it is accepted that this is not always possible and can present challenges. Therefore, the planning authority may accept a (parcel-based masterplan as part of a planning application, if it is satisfied that reasonable efforts to engage, with relevant landowners, businesses owners and community/cultural operators has taken place; that an appropriate and reasoned spatial response is set out; and that the masterplan complies with this Masterplan.) {<u>planning application without a design framework, if it is satisfied that reasonable efforts to</u></p>	+/-	+	+/-	+/-	+	+	+	+

Chapter and objectives	BFF	PHH	W	SG	AQ C	L	CH	MA
<p><u>engage have taken place; that an appropriate and reasoned spatial response is set out in the application; and that the planning application complies with this Masterplan.}</u></p> <p>Where the provision of streets, public open spaces or SuDS extends across landownership boundaries within parcels, applicants (witt) {may} be required to demonstrate the delivery of this essential infrastructure as part of proposals.</p> <p>Dublin City Council may consider selective land acquisition where it is considered that key regeneration proposals are being unreasonably delayed due a lack of appropriate coordination or agreement between key stakeholders.</p>								
<p>SEA comment: This principle generates positive direct effects on a number of SEOS including direct effects on population and human health and landscape. Indirect positive effects are identified for climate change (through integration of placemaking and reducing private transport); air quality and green infrastructure (through its integration to the overall scheme). Design Objective 11 seeks to respond to the industrial heritage and contribute to placemaking with positive interactions with CH, L and PHHs in particular.</p> <p>Other impacts are likely to be mitigated through project level assessment and application of relevant policies of the Dublin CDP 2022-2028 including:</p> <ul style="list-style-type: none"> • BHA12 Industrial, Military and Maritime, Canal-side and Rural Heritage • BHA15 Twentieth Century Buildings and Structures CA29 Climate Action and Green Infrastructure • GI24 Multi-Functionality (GI) • GI28 New Residential Development <p>The amendment above does not alter or affect the above evaluation and are minor in character. This amendment to Specific Design Objective is not identified as generating significant environmental effects and are therefore screened out of the SEA process.</p>								
CHAPTER 5: LAND USE & FUNCTION								

Chapter and objectives		BFF	PHH	W	SG	AQ C	L	CH	MA
Specific Design Objective 16- School Site:	<p>Specific Design Objective 16 – (School Site) {Educational Multi-Campus}:</p> <p>To reserve a site within the Masterplan to accommodate a new {multi-campus} educational facility to serve the population of the area, and to work with the Department of Education {and Youth} when the decision is made to proceed with new schools. The design of any new educational facility must support a compact approach to infrastructure provision and shall ensure that {the sharing of} facilities such as pitches and/or halls {are maximised and} can be used out of hours. The ongoing education requirement of this Masterplan and the wider area will be assessed as part of any review of the Development Plan in conjunction with the Department of Education and Youth.</p>	+/-	+	+/-	+/-	+	+	+	+
<p>SEA Comment</p> <p>These design objectives directly support community and residential and education land uses and seek to support a mixed, lively space that serves the local community. These provide positive interactions with PHH SEOs in particular, and indirectly with MA, AQ SEOS via local services within the plan area, integrated with residential use.</p> <p>Project level mitigation will be provided for through implementation of existing policies in the Dublin City CDP 2022-2028 including: QHSN13 Healthy Dublin City Framework and the Healthy Ireland Framework 2019- 2025,QHSN16 Accessible Built Environment QHSN17 Sustainable neighbourhoods QHSN18 Needs of an Ageing Population, UO38 Noise Impacts and CUO44 Cultural & Artistic Space Audit</p> <p>The amendment above does not alter or affect the above evaluation and are minor in character. This amendment to Specific Design Objective is not identified as generating significant environmental effects and are therefore screened out of the SEA process</p>									

	Changes to text of the Variation	Are significant environmental effects identified for this provision?
<p>AMENDMENT 2</p>	<p>Chapter 6: Implementation Page: 38</p> <p>Amendment</p> <p>Brownfield urban regeneration is complex and requires a coordinated approach across landholdings to facilitate redevelopment opportunities and support excellent placemaking. <u>{The urban design-led approach adopted for the redevelopment of the industrial estate is reliant on a parcel-based framework, to ensure that the delivery of critical infrastructure is achieved as individual plots come forward for redevelopment, while being mindful of existing businesses who wish to maintain their operations for the foreseeable future. To achieve this}</u> Specific Design Objective 8 requires applicants to prepare a parcel {level Masterplan} <u>{design framework}</u> for the first application(s) within development parcels, to ensure that a coordinated approach is taken to redevelopment. In general, this will apply to the development parcels illustrated in figure 6.1. However, the area to be included in {parcel level masterplans} <u>{parcel design frameworks}</u> will be agreed following consultation with the Planning Authority as part of the development management process. A degree of flexibility to the boundary of {parcel level masterplans} <u>{parcel design frameworks}</u> will be permitted, to take account of landownership or other site-specific matters which may require a {masterplan} <u>{design framework}</u> to consider matters in adjacent development parcels to support detailed proposals. {While the content of parcel level masterplans will be informed by the provisions set out in the Development Plan and agreed with the Planning Authority, at a minimum they should demonstrate compliance with this Masterplan and show how a proposed development responds to existing structure and uses, while ensuring future integration with adjoining sites as the lands transition away from their current uses.} <u>{Design frameworks shall primarily constitute graphical maps included at application stage that can adequately support a development proposal by demonstrating how urban form, permeability, public open space, land use and critical enabling infrastructure, to include SuDS, has been comprehensively considered across multiple land ownerships within development parcels, while ensuring future integration with adjoining sites as the lands transition away from their current uses.}</u></p>	<p>No, additional text to clarify urban led approaches and minor rephrasing of text.</p> <p>Screened out for SEA</p>
<p>AMENDMENT 4</p>	<p>Chapter 4: Urban Form and Design Height Paragraph 3 Page: 21</p> <p>Amendment</p> <p>Parcel {level masterplans} <u>{design frameworks}</u> shall be used by applicants to guide appropriate heights and demonstrate compliance with this Masterplan.</p>	<p>No, minor rephrasing of text.</p> <p>Screened out for SEA</p>

<p>AMENDMEN T 6</p>	<p>Chapter 3: Urban Structure Street and Movement Hierarchy Page: 16 Last paragraph</p> <p>Amendment</p> <p>Strategic pedestrian/cycle amenity links through the area are provided via a proposed amenity route and also along the Royal Canal corridor. This will maximise connectivity between transport interchanges and link the Quaternion/Broombridge urban village to the Slaney Road neighbourhood centre further east. Dublin City Council supports the provision of a new pedestrian/cycle bridge across the Royal Canal and railway, and will (carry out) {support the NTA, TII and Iarnród Éireann if they conduct} a feasibility assessment in relation to potential designs and funding options (in consultation with the NTA and) subject to environmental requirements. Existing junctions will be monitored as the plan is implemented to ensure they are appropriately designed to facilitate increased pedestrian and cycle movements.</p>	<p>No, additional text to clarify support for lead agencies on delivery and minor rephrasing of text.</p> <p>Screened out for SEA</p>
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<p>AMENDMEN T 8</p>	<p>Chapter 5: Land Use & Function Education Page: 32</p> <p>Amendment</p> <p>(Dublin City Council will continue to actively liaise with the Department of Education in relation to the provision of school(s) within the Masterplan area. The Department was consulted as part of the preparation of the Masterplan and it was established that at least one primary school site would be required in the earlier implementation phases. The Masterplan identifies a school site that can cater for up to two primary schools and include a co-located community building. This is proximate to a proposed community grade 1 park and amenity route which provides safe and high quality waking and cycling links to Luas, rail and bus services. The location of the school is fixed to this location, as illustrated in Figure 5.1. This location will be reviewed in accordance with the Development Plan or if circumstances considerably change, subject to the requirements of the Department of Education.</p> <p>Upon occupation of approximately 60% of the anticipated residential units set out in the Masterplan, the need for a post primary school either within or in the immediate environs of the Masterplan will be actively assessed, subject to the requirements of the Department of Education.</p> <p>The development of the Masterplan lands as a new mixed urban area will allow for the design and delivery of schools as part of an urban block and in a compact form. There are several international examples where this has been achieved. Additionally, co-locating and taking the opportunity to share facilities where appropriate, will support the compact approach to infrastructure provision. Dublin City Council will actively support the delivery of a co-located community use and will explore delivery options available.)</p> <p><u>{Dublin City Council will continue to actively liaise with the Department of Education and Youth in relation to the provision of schools within the Masterplan area. The Masterplan identifies a new multi-campus educational site that can accommodate new schools and include a co-located community building. This is proximate to a proposed community grade 1 park and amenity route which provides safe and high quality waking and cycling links to Luas, rail and bus services. The location of the school is fixed to this location, as illustrated in Figure 5.1. This location will be reviewed in accordance with the Development Plan review or if circumstances considerably change, subject to the requirements of the Department of Education and Youth.</u></p> <p><u>The new educational multi-campus does not specify a mix or capacity pertaining to primary, post primary or special educational needs. While Broombridge Educate Together National School on Bannow Road is located within the Masterplan, it is anticipated that the early provision of an additional primary school will be required as regeneration commences. However, the delivery, scale and nature of new schools is a matter for the Department of Education and Youth. It is expected that the education multi-campus has the potential of significant education capacity in a compact urban form as there is opportunity for a building of height and scale in this high density redevelopment area.</u></p> <p><u>The development of the Masterplan lands as a new mixed urban area will allow for the design and delivery of schools as part of an urban block and in a compact form. Additionally, co-locating and taking the opportunity to share facilities where appropriate, will support the compact approach to infrastructure provision. Dublin City Council will liaise with the management of any future schools to explore the sharing of DCC sports facilities in the immediate vicinity. Dublin City Council will actively support the delivery of a co-located community use and will explore delivery options available.</u></p>	<p>No, additional text to clarify educational facilities and phasing.</p> <p>Screened out for SEA</p>
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	<u>The need for a further educational campus either within or in the immediate environs of the Masterplan will be actively assessed, subject to the requirements of the Department of Education and Youth.}</u>										
AMENDMEN T 9	<p>Chapter 6: Implementation Table 6.1 Key infrastructure/requirements Page: 39</p> <p>Amendment</p> <p>Table 6.1 Key Infrastructure/requirements</p> <table border="1"> <thead> <tr> <th>Parcel</th> <th>Key infrastructure / requirements</th> <th>Key stakeholder(s)</th> </tr> </thead> <tbody> <tr> <td><u>All</u></td> <td><u>To make provision for a new 110kV ESB substation within a suitable largescale development proposal, subject to the requirements of the ESB, in order to facilitate the activation and development of land within the plan area.</u></td> <td><u>Electricity Supply Board, Developer/Landowner</u></td> </tr> <tr> <td><u>All</u></td> <td><u>Support the upgrade and provision of new medium and low voltage (MV/LV) substations as required within the plan area.</u></td> <td><u>Electricity Supply Board, Developer/Landowner</u></td> </tr> </tbody> </table>	Parcel	Key infrastructure / requirements	Key stakeholder(s)	<u>All</u>	<u>To make provision for a new 110kV ESB substation within a suitable largescale development proposal, subject to the requirements of the ESB, in order to facilitate the activation and development of land within the plan area.</u>	<u>Electricity Supply Board, Developer/Landowner</u>	<u>All</u>	<u>Support the upgrade and provision of new medium and low voltage (MV/LV) substations as required within the plan area.</u>	<u>Electricity Supply Board, Developer/Landowner</u>	<p>No, additional text to clarify key infrastructure requirements, no additional identification of routes or alignments.</p> <p>Screened out for SEA</p>
Parcel	Key infrastructure / requirements	Key stakeholder(s)									
<u>All</u>	<u>To make provision for a new 110kV ESB substation within a suitable largescale development proposal, subject to the requirements of the ESB, in order to facilitate the activation and development of land within the plan area.</u>	<u>Electricity Supply Board, Developer/Landowner</u>									
<u>All</u>	<u>Support the upgrade and provision of new medium and low voltage (MV/LV) substations as required within the plan area.</u>	<u>Electricity Supply Board, Developer/Landowner</u>									
AMENDMEN T 10	<p>Chapter 6: Implementation Funding & Implementation Page: 40</p> <p>Amendment</p> <p>There is a significant level of strategic infrastructure required across the lands, the majority of which will ultimately need to be coordinated and delivered by a number of state agencies, including public transport, roads, utility networks, education and community facilities. The undergrounding of overhead electricity transmission lines traversing development parcels will be actively explored, where feasible. <u>{The provision for a new 110kV ESB substation within a suitable largescale development proposal in addition to upgraded or new medium and low voltage (MV/LV) substations is supported, in order to facilitate the activation and development of land within the plan area.}</u></p>	<p>No, as above.</p> <p>Screened out for SEA</p>									

<p>AMENDMEN T 11</p>	<p>Chapter 4: Urban Form & Design Placeshaping 2. Royal Canal Page: 23 Amendment</p> <p>A proposed flagship linear park will form a feature of the redevelopment and regeneration of these industrial lands. This linear park will support the delivery of a new walking and cycle greenway and will also support and enhance biodiversity. A number of breakout spaces will support passive and active recreation and will serve to connect the various character areas and urban spaces. (In general, varied set-backs in the range of 30 – 60 metres are required to facilitate the implementation of this space, to be agreed with the Parks, Biodiversity and Landscape Services Department.) <u>{As illustrated, varied set-backs in the range of 30 – 60 metres are required to facilitate the implementation of this space. In general, minimum set-backs in the range of 30-40 metres from the canal edge are required to facilitate the linear park, with increased set-backs required at breakout spaces. Varied widths will be considered based on site specific circumstances. Dublin City Council’s Parks, Biodiversity and Landscape Services Department will develop guidelines for the implementation of public open space to enhance clarity and support individual landowners develop detailed proposals.}</u> Dublin City Council will actively explore options for the delivery of this linear park, which may include the consideration of land acquisition and/or phased delivery in association with development proposals. Active ground floor uses along <u>{the}</u> canal frontage will be actively supported. These should generally correspond to breakout spaces to enhance animation and activity. In accordance with the height strategy, additional height may be considered for canal frontage developments, relative to the required set-back needed to facilitate the linear park. This is to ensure appropriate enclosure and surveillance over the public realm. <u>{Public open space or setbacks provided to deliver the Royal Canal Linear Park will be offset against requirements set out in the open space requirements in the Dublin City Development Plan.}</u></p>	<p>No, additional retains 30-60m set backs and further detail to be provided by guidance from DCC.</p> <p>Screened out for SEA</p>
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SEA Screening

The proposed changes to Variation No 9 to the Dublin City Development Plan 2022-2028, has been screened under the requirement for SEA in accordance with the following legislation:

- Directive 2001/42/EC (SEA Directive) and particularly Articles 3(3), 3(4) & 3(5) relate to ‘Screening’ for the requirement for SEA.
- S.I. No. 435 of 2004 European Communities (Environmental Assessment of Certain Plans and Programmes) Regulations 2004, as amended by S.I. No. 200 of 2011 - European Communities (Environmental Assessment of Certain Plans and Programmes) (Amendment) Regulations 2011.
- Schedule 2A of the Planning and Development Regulations 2001, as amended, which sets out the “Criteria for determining whether a plan or programme is likely to have significant effects on the environment”

Section 9 (1) of the (2004) Regulations (S.I. No. 435) (as amended) states “*subject to sub-article (2), an environmental assessment shall be carried out for all plans and programmes*”

- (a) which are prepared for agriculture, forestry, fisheries, energy, industry, transport, waste management, water management, telecommunications, tourism and town and country planning or land use, and which set the framework for future development consent of projects listed in Annexes I and II to the Environmental Impact Assessment Directive, or ”*
- (b) which are not directly connected with or necessary to the management of a European site but, either individually or in combination with other plans, are likely to have a significant effect on any such site.”*

The proposed changes are minor in scale, do not represent significant deviation from the Specific Design Objectives for the Variation previously assessed under the SEA ER. The Variation will form part of the Dublin CDP 2022 -2028 and as such will integrate into the statutory landuse plan for the City. Any projects that may arise in the future associated with the plan will be subject to the requirements of the relevant national planning procedures and be consistent with existing frameworks, as appropriate, all of which have been subject to SEA and developed in accordance with the principles of sustainability. In order to be realised, potential projects or proposals arising from the plan will have to comply, as relevant, with various legislation, policies, plans and programmes (including requirements for lower-tier Appropriate Assessment, Environmental Impact Assessment and other licencing requirements as appropriate) that form the statutory decision-making and consent granting framework. Given the minor changes proposed, no significant effects are identified through the SEA or AA Screening (the latter which accompanies the Variation), therefore these amendments do not require full SEA or AA.